

IRON SHIPS.

3668

25997

London Date June 17th 1864

May Queen

Builder Samuel Deke

Room 117 Register 477 ⁵⁹/₁₀₀ Built at London

Charles Longley Owners Gen. J. S. Col. Co.

Destined Voyage Gottenburg

While Building and afloat

Depth from top of Upper Deck } Feet. 15 Inches. 3
 Beam to top of Floor..... } Power of Engines.... 80 Horse No.

Inches in Ship.		Inches required per Rule.		Inches. 16ths required per Rule.		Inches. 16ths required per Rule.		Inches. 16ths required per Rule.	
Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. In Ship.	16ths. In Ship.
18	18	18	18	18	18	18	18	18	18
4	3	7/16	5/4	2/4	7/16	Stem, if bar iron, moulding and thickness	7/4	2/4	6/4 2/2
						,, if plate iron, breadth and thickness			
	1/2	15	7/16			Stern-post, if bar iron, moulding and thickness	9	4/2	6/4 5
						,, if plate iron, breadth and thickness			
	1/2		7/16			Keel, if bar iron, depth and thickness.....	7/4	2/4	6/4 2/2
						,, if plate iron, breadth and thickness			
3	3	3/8	3	2/2	4/6	Garboard Plates, thickness..	9/16		9/16
4	3	7/16	5/4	2/4	7/16	From Garboard to upper part of Bilge.....	8/16		8/16
3	3	3/8	3	2/2	6/16	From upper part of Bilge to Sheerstrakes.....	7/16		7/16
7	7/16	7	7/16			Sheerstrakes	8/16		8/16
7	7/16	7	7/16			Breadth & thickness of Butt Straps to outside plating			
3	2/2	6/16	3	2/2	6/16	Planksheers			
3ft		3ft				Gunwale Plate or Stringer on ends of Up. Dk Beams	36 x 1/2	21	7/16
7	7/16	7	7/16			Angle Iron on ditto.....	5 x 4 x 9/16	4 1/4	3 1/4 7/16
3	2/2	6/16	3	2/2	6/16	Waterway			
3ft		3ft				Deck.....	Yellow Pine	3/2	3/2
7	7/16	7	7/16			Ceiling in Hold	Am? Elm	2 1/2	
7	7/16	7	7/16			Ceiling betwixt Decks			
3	2/2	6/16	3	2/2	6/16	Beam Clamps			
3ft		3ft				,, Shelf			
3	2/2	6/16	3	2/2	6/16	,, Stringer Plates on ends of Hold or Lower Dk Beams	21	1/2	21 7/16
3ft		3ft				Ceiling between Decks			
3	2/2	6/16	3	2/2	6/16	Stringer or Tie Plates outside Hatchways	18	1/2	10 1/2 7/16
3ft		3ft				Deck Beam Clamps			
3	2/2	6/16	3	2/2	6/16	,, Shelf			
3ft		3ft				Stringers in Hold	Double angle iron 4 1/2 x 3 1/2 x 7/16	4 1/4	3 1/4 7/16
3	2/2	6/16	3	2/2	6/16	Deck, Lower			
3ft		3ft				Deck, Upper, how fastened to Beams	With nuts & screws		

material Iron or, if none, in what manner compensated for.

Bulkheads, N^o. 4 Thickness of 3/8

are they free from defects? Bulkheads, N^o. 4 Thickness of 3/8

how secured to the sides of the ship With double frames

size of vertical angle iron and their distance apart 3 x 2 1/2 x 3/8 30" apart

frames or Ribs extend in one length from Keel to frames rivetted through plates with (1/4 in.) rivets, about (6") apart.

single angle irons on the floors extend in one length across the middle line from Above Bilge to above Bilge

on the frames ,, ,, from Upper deck to Upper deck

how are the various lengths of plates or angle irons connected? Shifted

Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 in.) diameter averaging (4 in.) from centre to centre of rivet.

plates from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (1/4 in.) diameter, averaging (3 in.) from centre to centre of rivets.

plates from Keel to turn of bilge, worked carvel with a lining piece (9/16) thick, double or single rivetted; rivets (1/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

plates from bilge to planksheer, worked carvel with a lining piece () thick, double or single rivetted; rivets (1/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

plates from bilge to planksheers, worked carvel with a lining piece () thick, or clencher, double or single rivetted; rivets (1/4 in.) diameter averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/2)

how secured to the plating of the sides Explain by sketch, Bolted to stringer and plating

breadth and thickness of plates how secured? Rivetted to angle irons on Beams

how secured to the side? With welded lines rivetted to ribs

Upper Deck ,, ,, ,, ,, ,, ,,

how are pointers compensated? With plates & angle iron

type of iron is used for the angle iron and plate iron in the vessel? Builder's Signature Charles Longley

Stoke Newington

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 IRON437A-0097

3668 Iron

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets where single rivetting is admitted... Do the edges of the carvel work and of the butts lay close together throughout their length without requiring... Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various sizes... Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? well and sufficiently countersunk in the outer plate? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating?

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

No.		Fathoms.	Inches.
	Fore Sails,	Chain to a strain of 34 lbs	240 1 3/8
	Fore Top Sails,	Hempen Stream Cable	90 8 1/2
	Fore Topmast Stay Sails,	Hawser	90 6 1/2
	Main Sails,	Towlines	90 5
	Main Top Sails,	Warp	
	and other requisite sails	All of <u>good</u> quality.	

Her Standing and Running Rigging are sufficient in size and good

She has one Long Boat and one other

The present state of the Windlass is good Capstan good and Rudder good Pumps good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally.

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought At various times
 - 2nd. On the plating during the progress of rivetting building under special
 - 3rd. When the beams were in and fastened, and before the decks were laid 20th October 1863 to Dec
 - 4th. When the ship was complete, and before the plating was finally coated
 - 5th. After the ship was launched

This vessel is a sister ship to the S.S. "Blonde" No of report 3471
In addition to the keelsons mentioned on the other side there is an intercostal keelson each side with angle iron 4 1/2" x 3 1/2" x 7/8"

In what manner are the surfaces preserved from oxidation? With Red lead and linseed oil paint

I am of opinion this Vessel should be classed CA1

The amount of the Fee£ 5: - - is received by me, John Maxwell
Special£ 20: 15: -

Certificate (if required)£ : :
Committee's Minute 5th July 1864
7 Aug 1864

Character assigned 1 for 15 years
[Signature]