

IRON SHIPS.

Jan 38 99

Rec 12/12/60

No. 8268 Survey held at Sunderland Date 9th Dec^r 1864
 on the Barque "Queen of the South" Master Smith
 Tonnage under tonnage deck 375.76 Built at Sunderland When built 1864 Launched 20th Nov^r
 Ditto of poop or spar deck
 Ditto of engine room
 By whom built Messrs. Rice, Gray & Co. Owners Henry Ellis
 Total Register tonnage 375.76 Port belonging to London Destined Voyage London to Cape of Good Hope
 Is Surveyed while Building Afloat, or in Dry Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse.	No. of Decks
<u>145</u>		<u>25</u>	<u>1</u>	<u>15</u>	<u>5</u>			<u>One</u>
<i>(Dimensions of Ship per Register, length <u>149</u> breadth <u>25.1</u> depth <u>15.35</u>)</i>								
Keel, if bar iron, depth and thickness		Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		Inches. In Ship. 16ths. In Ship. Inches required per Rule. 16ths. required per Rule.
„ if plate iron, breadth and thickness		<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		Ditto from Garboard to upper part of Bilges		<u>30</u> <u>10</u> <u>24</u> <u>10</u>
Stem, if bar iron, moulding and thickness		<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		„ from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		<u>11</u> <u>9</u> <u>11</u> <u>9</u>
„ if plate iron, breadth and thickness		<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		„ from 3/4ths depth of Hold to lower edge of Sheerstrake		<u>11</u> <u>0</u> <u>11</u> <u>0</u>
Stern-post, if bar iron, moulding and thickness		<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		„ Sheerstrake, breadth and thickness		<u>11</u> <u>7</u> <u>11</u> <u>7</u>
„ if plate iron, breadth and thickness		<u>6 1/2 x 2 1/4</u>		<u>6 1/2 x 2 1/4</u>		Butt Straps to outside plating, breadth and thickness		<u>30</u> <u>9</u> <u>24</u> <u>9</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft		<u>23</u>		<u>23</u>		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		<u>10 1/2</u> <u>10.9.0.4</u> <u>10 1/2</u> <u>10.9.0.4</u>
Frames, Size of Angle Iron, single or double		<u>3</u> <u>3</u> <u>6</u>		<u>3 1/2</u> <u>2 3/4</u> <u>6</u>		Angle Iron on ditto		<u>21</u> <u>0</u> <u>21</u> <u>7</u>
Reversed Iron, to every frame to top of Bilge, every alternate frame		<u>2 1/2</u> <u>2 1/2</u> <u>5</u>		<u>2 1/2</u> <u>2 1/2</u> <u>5</u>		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		<u>3 1/2 x 3</u> <u>6</u> <u>3 1/2 x 3</u> <u>6</u>
Floors, depth and thickness of Floor Plate at mid line		<u>14</u> <u>7</u>		<u>14</u> <u>7</u>		Diagonal Tie Plates on ditto		<u>10</u> <u>7</u> <u>9 1/2</u> <u>7</u>
„ Ditto ditto at Bilge Keelson		<u>7</u> <u>7</u>		<u>7</u> <u>7</u>		Planksheer, materials and scantlings		<u>7</u> <u>0</u> <u>9 1/2</u> <u>7</u>
„ Size of Reversed Angle Iron, and No. Single at top of Floor Plate and double in way of keelson and stringer Beams, Deck (N. 137) double Angle Iron, Plate, Tee, or Bulb Iron		<u>2 1/2</u> <u>2 1/2</u> <u>5</u>		<u>2 1/2</u> <u>2 1/2</u> <u>5</u>		Waterway ditto ditto		<u>3</u> <u>3 1/4</u> <u>3 1/4</u> <u>6</u>
„ „ double or single Angle Iron, on upper edge		<u>2 1/2</u> <u>2 1/2</u> <u>6</u>		<u>2 1/2</u> <u>2 1/2</u> <u>5</u>		Flat of Upper Deck, thickness and material		<u>1 1/2</u> <u>Red Pine & Common Oak</u>
„ „ average space between every alternate frame		<u>6</u> <u>6</u>		<u>6 1/4</u> <u>6</u>		„ how fastened to Beams		<u>with screw bolts and nuts</u>
„ Hold, or Lower Deck (N. 20) double Angle, Tee, Plate, or Bulb Iron		<u>2 1/2</u> <u>2 1/2</u> <u>6</u>		<u>2 1/2</u> <u>2 1/2</u> <u>5</u>		Ceiling betwixt Decks and in Hold, thickness and material		<u>1 1/2</u> <u>Red Pine & Common Oak</u>
„ „ double or single Angle Iron, on upper edge		<u>2 1/2</u> <u>2 1/2</u> <u>6</u>		<u>2 1/2</u> <u>2 1/2</u> <u>5</u>		Clamps or Spirketting ditto		<u>14</u> <u>7</u> <u>16</u> <u>7</u>
„ „ average space between every second and fourth frame alternately		<u>6</u> <u>6</u>		<u>6 1/4</u> <u>6</u>		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		<u>14</u> <u>7</u> <u>16</u> <u>7</u>
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron		<u>12</u> <u>10</u>		<u>11 1/2</u> <u>10</u>		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		<u>3 1/2 x 3</u> <u>6</u> <u>3 1/2 x 3</u> <u>6</u>
„ Engine		<u>3 1/2</u> <u>3</u> <u>6</u>		<u>3 1/2</u> <u>3</u> <u>6</u>		Stringers in Hold		<u>3 1/2</u> <u>6</u> <u>3 1/2</u> <u>6</u>
Keelson, single or double plate, box, or intercostal		<u>3 1/2</u> <u>3</u> <u>6</u>		<u>3 1/2</u> <u>3</u> <u>6</u>		Flat of Lower Deck, thickness and material		<u>3 1/2</u> <u>6</u> <u>3 1/2</u> <u>6</u>
„ Size of Plates		<u>3 1/2</u> <u>3</u> <u>6</u>		<u>3 1/2</u> <u>3</u> <u>6</u>		Main piece of Rudder, diameter at head		<u>3 1/2</u> <u>6</u> <u>3 1/2</u> <u>6</u>
„ Size of Angle Irons		<u>3 1/2</u> <u>3</u> <u>6</u>		<u>3 1/2</u> <u>3</u> <u>6</u>		„ „ at heel		<u>2 1/2</u> <u>6</u> <u>2 1/2</u> <u>6</u>
„ Side, single or double, plate, box, or intercostal		<u>3 1/2</u> <u>3</u> <u>6</u>		<u>3 1/2</u> <u>3</u> <u>6</u>		(Can the Rudder be unshipped afloat)		<u>Yes</u> <u>6</u> <u>6</u> <u>6</u>
„ Bilge (No. 1) at each Bilge, single, or double, plate, or box		<u>3 1/2</u> <u>3</u> <u>6</u>		<u>3 1/2</u> <u>3</u> <u>6</u>		Bulkheads, N. 1 Thickness of		<u>3/16</u>

Transoms material Iron or, if none, in what manner compensated for.
 Knight-heads, and Hawse Timbers Iron
 The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (2 1/2) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (2 1/2) apart.
 „ „ „ on the frames „ „ „ from Keel and Gunwale to the upper part of Bilges on every alternate frame.
 Keelson, how are the various lengths of plates or angle irons connected? Both with butt straps.
 Plates, Garboard, double or single rivetted to keel, double or single rivetted; with rivets (3/4 ins.) diameter, averaging (2 1/2 ins.) apart.
 „ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.
 „ Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/8) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 „ Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 „ Edges of Sheerstrake, double or single rivetted? At upper edge Single, and At lower edge Double (see sketch)
 „ Butts from bilge to planksheers, worked carvel with butt straps (1 1/8) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (1 1/2) Breadth of laps in single rivetting (2 1/2)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double rivetted
 Planksheer, how secured to the plating of the sides { Explain by sketch } See sketch sent herewith
 Waterway „ „ planksheer and to the Beams { if necessary. }
 Deck Beams, how secured to the side? Turned down and rivetted to frames { see sketch }
 Hold or Lower Deck ditto With knee plates as per Rules
 Paddle „ „ No. of breasthooks Four crutches Four
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Best Ship Quality
 Manufacturer's name or trade mark Angle iron from Shearwater, Cornwall & Co. Plate as from Shotton Bridge Co.
 We certify that the above is a correct description of the several particulars therein given.

Builder's Signature M. Pittman Surveyor's Signature Thomas De Witt

IRON 438-0056

Workmanship. Are the lands or laps of the cleanchwork in all cases in breadth at least five and a half times the diameter of the rivets in d rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? They are
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid with single pieces
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do and are the rivet holes 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? Very few

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.)

The Masts, Bowsprit and Yards are of Red Pine.

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.			
No.			Fathoms.	Inches.	Tested to Tons.	No.	Weight	Tested to Tons.	
2	Fore Sails,	Chain	240	1 1/2	24	Bowers, <u>at Request</u>	3	18-20	20
2	Fore Top Sails,	Hempen Stream Cable	90	1 1/2	"	"	"	15-0-14	10 1/2
2	Fore Topmast Stay Sails,	Hawser	60	3/4	"	"	"	11-3-0	14
1	Main Sails,	Towlines	90	5	"	Stream,	1	6-0-14	
2	Main Top Sails,	Warp	90	4	"	Kedges,	2	2-3-14	
and <u>show as usual</u>		All of <u>Good</u> quality.							1-3-0

Her Standing and Running Rigging is of Wire & Hemp sufficient in size and Good in quality.
 She has 2 Long Boat and two others
 The present state of the Windlass is sound Capstan 2 wheels Rudder and Pumps New and Good

Order for Special Survey No. 1565 Date June 20 DATES of Surveys held while building as per Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under Special Survey from 20th Sep^r to the present date
 2nd. On the plating during the progress of rivetting
 3rd. When the beams were in and fastened, and before the decks were laid
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched

State if she has a Spar Deck No Poop No Forecastle low, 4 Quarters to 46 feet by 37 1/2

General Remarks,
The testing certificates of chain cables, and anchors, signed by Mr. J. M. Thompson, have been produced.

In what manner are the surfaces preserved from oxidation? Inside by cement to the upper part of Bilges
 Ditto ditto Outside By paints of different kinds.

I am of opinion this Vessel should be Classed A. 1.
 The amount of the Fee£ 4 : : : is received by me,
 Special£ 18 : 15 :
 Certificate (if required)£ : : :
 Committee's Minute 13th December 1864

Thomas Lawrence
 This Tailing Bureau of London appears to be illegal Classification as recommended above
 Lloyd's Register Foundation
 Dec 12/64

Character assigned A. 1.