4080

IRON SHIPS.

Rec 26/4/65

No. 2431 Survey held at West Hartlepool Date 30th May 1864 to 21st April 1865

on the Screw Steamer "Ocean Queen" pro tem Master

PLANS CASE

Tonnage under tonnage deck 686.20 Built at West Hartlepool When built 1864 Launched 12th Nov. 1864

Ditto of ~~poop~~ Deck houses or spar deck 145.05 By whom built Pile Spence & Co Owners Grassmeta

Ditto of engine room 117.67 Gross 1163.87

Total Register tonnage 814.23 Net 349.17 Port belonging to Marseilles Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock While building

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		Horse.	
Length aloft	246	10	Extreme Breadth (to Light)	30	7	Depth from top of ~~Upper~~ middle Deck Beam to top of Floor / do Span Deck	14 / 22	0½ / 0½	Power of Engines	200	N°. of Decks Three

(Dimensions of Ship per Register, length 233 breadth 30.7 depth 14.3 " 22.2)

	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	9 × 2¼	7 × 2¾
,, if plate iron, breadth and thickness		
Stem, if bar iron, moulding and thickness	9 × 2¼	7 × 2¾
,, if plate iron, breadth and thickness		
Stern-post, if bar iron, moulding and thickness	9 × 4 3/10	7 × 5½
,, ,, if plate iron, breadth and thickness		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21

	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.
Frames, Size of Angle Iron, single ~~or double~~ (Double across Keel 4)	4	3	7/16	4	3	7/16
,, ,, Reversed Iron, if to every frame or every other frame	3	3	6/16	3	2¾	6/16
Floors, depth and thickness of Floor Plate at mid line	22	×	9/16	22	×	9/16
,, Ditto ditto at Bilge Keelson	9	×	9/16	9	×	9/16
,, Size of Reversed Angle Iron, and No. one at top of Floor Plate	3	3	6/16	3	2¾	6/16
Beams, Deck (N°. 60) ~~double Angle Iron, Plate, Tee~~, or Bulb Iron	7	×	9/16	7½	×	7/16
,, ,, double ~~or single~~ Angle Iron, on lot edge	3	3	6/16	3	2¾	5/16
,, ,, average space between	3 ft 6 in			3 ft 6 in		
,, Hold, or Lower Deck (N°. 29) ~~double Angle, Tee, Plate, or~~ Bulb Iron	7	×	9/16	7½	×	7/16
,, ,, double ~~or single~~ Angle Iron on lot edge	3	3	6/16	3	2¾	6/16
,, ,, average space between	Every 4th frame			4th frames		
,, ~~Paddle, sided and moulded,~~ ~~ness of Plate~~ thickness size of Angle Iron						
,, ~~Engine~~ ,, ,, ,, ,,						
Keelson, single ~~or double~~ plate, ~~box, or intercostal~~	15	×	10/16	15	×	10/16
,, Size of Plates						
,, Size of Angle Irons (Four)	4½	3½	7/16	4½	3½	7/16
,, ~~Side, single or d'ble, plate, box, or intercostal~~						
,, Bilge (No. one with full width between Bilges) ~~single, or double, plate, or box~~	4½	3½	7/16	4½	3½	7/16

	Inches. In Ship.	16ths In Ship.	Inches. required per Rule.	16ths required per Rule.
Plates in Garboard Strakes, breadth and thickness	32	10/16	30	10/16
Ditto from Garboard to upper part of Bilges		9/16		9/16
,, from upper part of Bilge to a perpendicular height from upper side of Keel of ⅗ths the entire depth of Hold		8/16		8/16
,, from ⅗ths depth of Hold to lower edge of Sheerstrake ~~doubled~~		8/16		7/16
,, Sheerstrake, breadth and thickness	34½	9/16	30	9/16
Butt Straps to outside plating, breadth and thickness	9 × 10/16	9/16	8 1/4	10/16 9/16 8/16 7/16
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	54	10/16	38	8/16
Angle Iron on ditto	4½ × 3½	7/16	4½	3½ × 7/16
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	12	8/16	11½	8/16
Diagonal Tie Plates on ditto	12	8/16	11½	8/16
~~Plankshear, m~~aterials and scantlings				
Waterway ditto ditto	R.P.	Plank	on edge	—
Flat of Upper Deck, thickness and material	3½	9/16	3½	—
,, ,, how fastened to Beams	9/16	nut & bolts		—
Ceiling betwixt Decks and in Hold, thickness and material	2	R.P.		—
~~Clamps or Spirketting~~ ditto				
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	26	8/16	26	8/16
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams (Double Angle Irons)	3 × 3	7/16	—	—
Stringers in Hold (Double Angle Irons)	4 ft 2	3½ × 7/16	4½	3½ × 7/16
~~Flat of Lower Deck,~~ thickness and material				
Main piece of Rudder, diameter at head	5 3/10		4¾	
,, ,, ,, at heel	3 3/10		2¾	
(Can the Rudder be unshipped afloat Yes)				
Bulkheads, N°. 4 Thickness of 6/16				6/16

,, Height up Main Deck

,, how secured to the sides of the ship to Double frames & bracket

,, size of vertical angle irons 3 × 3 × 6/16 and their distance apart 30 inches

Transoms, material Plate or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Iron G. Oak

The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 in) apart.

[illegible] irons on the floors extend in one length across the middle line from bilge to bilge

,, ,, on the frames ,, ,, ,, from bilge to above middle deck beam attempt frames to gunwale

[illegible]w are the various lengths of plates or angle irons connected? butts shifted & keyed or rivetted

[illegible], Garboard, double ~~or~~ rivetted to keel, ~~double or at upper edge,~~ with rivets (1 4/16 ins.) diameter, averaging (3 in.) apart.

,, Edges from Garboards to upper part of bilge, worked clencher, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2¼ ins.) apart.

,, Butts from Keel to turn of bilge, worked carvel with butt straps (9 × 9/16) thick, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2¼ 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 (2¼ 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 At lower edge Double

,, Butts from bilge to planksheers, worked carvel with butt straps (9 × 8/16) thick, double ~~or single~~ rivetted; with rivets (3/4 in.) diameter, averaging (2¼ ins.) apart. Breadth of laps in double rivetting (4½) Breadth of laps in single rivetting (2¾)

Butt Straps of Keelsons, Stringer and Tie Plates, double ~~or single~~ rivetted? Double

~~Plankshear, how secured~~ to the plating of the sides / Waterway ,, ,, planksheer and to the Beams } Explain by sketch if necessary. } Plank on edge of Red Pine

Deck Beams, how secured to the side? Beam ends turned & knees welded

Hold or Lower Deck ditto Same as Deck

~~Paddle~~ ,, ,, No. of breasthooks Five crutches Three

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Good

Manufacturer's name or trade mark S. Whitham, Consett Iron Works, Shotley & Blackhall Dur.

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Pile Spence & Company *Surveyor's Signature* [illegible]

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IRON438-0233

4080 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? They do

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid in one length

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? All through

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few

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Her Masts, Bowsprit, Yards, &c., are in Good (Red Pine) 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.*

Proved as the Surveyor's Public Marks on Anchors & Chains

Proved as the Surveyor's Public Marks on Anchors & Chains

She has SAILS. One Set of Good Sails

CABLES, &c.	Fathoms.	Inches.	Tested to. Tons.
Chain	300	1 9/16	44
~~Hempen~~ Stream Cable	60	1	
Hawser Tarred Manila	90	7	
Towlines do.	90	4½	
Warp do.	90	6	
All of Good quality.	90	4½	

ANCHORS, and their weights.	No.	Cwt. Weight.	Tested to. Tons.
Bowers Trotman's Patent & Stock	3	24.0.0	27.-.-
		24.0.0	27.-.-
		20.	23.-.-
Stream,	1	10.1.0	
Kedges,	2	5.0.10	
		3.2.26	

Her Standing and Running Rigging Wire & Hemp & Manila sufficient in size and Good in quality.

She has Two Life Boats ~~Long Boat~~ and Three Others

The present state of the Windlass is Good & by Messrs Hutchinson Capstan two winches and Rudder Good Pumps Three of Iron

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Order for Special Survey No. 203 Date 2nd June 1864

Order for Ordinary Survey No. ____ Date ____

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 ____

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 ____

Special Survey Seen twice each week during building

State if she has a Spar Deck Yes ~~Poop~~ ____ ~~or Forecastle~~ ____

General Remarks, Spar Deck frames all to the lot height, reverse bars fitted to alternate frames to the time height. Plating 6/16 single rivetted at edges double do at butts 3/4 rivets spaced 2½ in. Beams double angle Irons 6×3×7/16 & 3×3×6/16 Stringers on ends of beams 4×0/16, tie & diagonal plates on top of beams 12×0/16 waterways 12×7 Red Pine, Plat of deck 3in Y. Pine fastened with 0/16 nut bolts from the lot. Intercostal Keelsons fitted on each side of middle line between bilge & centre do. Plates 17×0/16 double angle Irons 4½×3½×0/16.

As additional longitudinal strengthening outside strake of shell below Spar deck sheerstrake doubled with plates 25×6/16 for 3/4 Main sheerstrakes doubled for 3/4 the length with plates 20×0/16 outside strake below do. doubled for 2/3 the length with plates 30×0/16 Bulb plates fitted between bilge stringer angle Irons 7×0/16. Gunwale stringers upon ends of Spar & middle deck beams increased in width

See Secretarys letter dated 20th June 1864

For file of the Directors of the Liverpool & Glasgow United

In what manner are the surfaces preserved from oxidation? Inside Flat of inside coated with Cement after being painted with paint

Ditto ditto Outside Three coats of paint

I am of opinion this Vessel should be Classed A 1

The amount of the Fee .....£ 5 : 0 : 0 is received by me, S. P. Gladstone

Special .....£ 50 : 3 : 0

Certificate (if required) .....£ : :

The deck houses on this Ship being the same as the Sister Ship "Kaleoula" I consider so the above fees are reasonable

26 April 1865 J. R.

Committee's Minute 28th April 1865

Character assigned A 1

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