

# IRON SHIPS.

No. 2408 Survey held at Birkenhead Date 7<sup>th</sup> Jan<sup>y</sup> to 25<sup>th</sup> May 1870  
on the Scw Sch<sup>2</sup> "TYNE QUEEN" Master London  
Tonnage under tonnage deck 896.14 Built at Newcastle When built 1865 Launched Regist<sup>d</sup> 2<sup>nd</sup> Mar<sup>ch</sup> 65  
Ditto of <sup>half</sup> poop 32.34 or spar deck 1<sup>st</sup> 3.24 By whom built Tyne Ship B<sup>d</sup> Co. Owners Girvin & Co.  
Ditto of engine room 320.55  
New Space 55.55  
Total Register tonnage 625.62 Port belonging to Liverpool Destined Voyage Cardiff  
Gross tonnage 1001.72  
If Surveyed while Building, Afloat, or in Dry Dock In dry dock & Afloat

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.		N <sup>o</sup> . of Decks	
(Dimensions of Ship per Register, length <u>238</u> breadth <u>29.8</u> depth <u>16.4</u> )																	
Keel, if bar iron, depth and thickness		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" if plate iron, breadth and thickness		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Stem, if bar iron, moulding and thickness		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" if plate iron, breadth and thickness		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Stern-post, if bar iron, moulding and thickness		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" if plate iron, breadth and thickness		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Distance of Frames from moulding edge to moulding edge, all fore and aft		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Frames, Size of Angle Iron, single or double		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Reversed Iron, 1 to every frame		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Floors, depth and thickness of Floor Plate at mid line		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Ditto ditto at Bilge Keelson		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Size of Reversed Angle Iron, and No. 142 at top of Floor Plate		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Beams, Deck (N <sup>o</sup> . ) double Angle Iron, Plate, Tee or Bulb Iron		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" " double or single Angle Iron, on upper edge		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" " average space between		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Hold, or Lower Deck (N <sup>o</sup> . ) double Angle, Tee, Plate, or Bulb Iron		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" " double or single Angle Iron, on upper edge		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" " average space between		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Paddle, sided and moulded, thickness of Plate size of Angle Iron		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Engine " " " " "		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Keelson, single or double plate, box, or intercostal		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Size of Plates		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Size of Angle Irons		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Side, single or double, plate, box, or intercostal		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
" Bilge (No. 1 Bulb) at each Bilge, single, or double, plate, or box		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	
Transoms, material Iron or, if none, in what manner compensated for.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.		Inches in Ship.		Inches required per Rule.	

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 Gunnwale rivetted through plates with ( $\frac{13}{16}$  in.) rivets, about (56.6") apart.

The reverse angle irons on the floors extend in one length across the middle line from 2ft 4 above to Hold Beam knees and  
 " " " on the frames " " " from Gunnwale alternately in Engine & Boiler space

Keelson, how are the various lengths of plates or angle irons connected? *Double on flange to upper part of bilge butt straps*

Plates, Garboard, double ~~or~~ rivetted to keel, double ~~or~~ at upper edge, with rivets  $\frac{13}{16}$  ins. diameter, averaging  $\frac{3}{4}$  in. apart.

Edges from Garboards to upper part of bilge, worked clencher, double ~~or~~ single rivetted; with rivets ( $\frac{13}{12}$  in.) diameter, averaging ( $2\frac{1}{2}$  ins.) apart.

Butts from Keel to turn of bilge, worked carvel with butt straps  $\left(\frac{12 \times 10 \times 9}{16}\right)$  thick, double ~~or~~ <sup>Hasble</sup> single rivetted; with rivets  $\left(\frac{13}{16}\right)$  in. diameter.

averaging (2 1/2 ins.) apart. *one strake at bulge* } Do the butt straps lap over and rivet through the lands of the strake below? *In old*

Edges from bilge to sheerstrake, worked ~~cargel~~ with a lining piece ( ) thick or clencher double or single rivetted: with rivets (  $\frac{13}{16}$  in ) diameter.

Do the butt straps lay over and rivet through the lands of the strake below? Yes

Edges of Sheerstrake double or single rivetted? At upper edge *double* At lower edge *single*

Edges of Sheersrake, double or single rivetted? At upper edge by angle bar ballast At lower edge double  
Butts from bilge to planksheers marked with 8 to 10 <sup>table</sup> double or single rivetted; with rivets 13 in diameter

Butts from bilge to planksheers, worked carvel with butt straps (  $\frac{12 \times 16}{16}$  ) thick, double ~~on single~~ rivetted; with rivets (  $\frac{1}{16}$  in. ) diameter, spacing (  $\frac{1}{2}$  in. ) apart. B. 1st of bilge to 1st of plank is single rivetting (  $\frac{1}{16}$  in. ) diameter, spacing (  $\frac{1}{2}$  in. ) apart. B. 1st of plank to 1st of bilge is single rivetting (  $\frac{1}{16}$  in. ) diameter, spacing (  $\frac{1}{2}$  in. ) apart.

averaging (2 1/4 ins.) apart. Breadth of laps in double rivetting (3) Breadth of laps in single rivetting (1 1/2)

at Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Treble and double rivetted

Planksheer, now secured to the plating of the sides	<i>Explain by sketch</i>
Waterway Planksheer and to the Beam	<i>if necessary</i>

eck Beams, how secured to the side? *B. N. Nuts welded to Beams*

old or Lower Deck ditto

Sails covered to 1000000

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? *In new part good*

Manufacturer's name or trade mark *of new part Kinnersley Slough Hall West*

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

Builder's Signature \_\_\_\_\_

\_\_\_\_\_  
 Under's Signature

\_\_\_\_\_  
 Surveyor's Signature

\_\_\_\_\_  
 James Smith

11/13 3/3

1944-1945



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 lay close together throughout their length without requiring any making good of deficiencies? as far as seen  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? single pieces  
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes where seen 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? but 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.

8213 Ln

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.		Machine	Pathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.
one	Fore Sails,	Machine 3 <sup>rd</sup> May 1978	16	17/16	40 1/2			
one	Fore Top Sails,	Chain from Macedonia 1979	262	17/16	40 1/2			
one	Fore Topmast Stay Sails,	Hempen Stream Cable 1980	31	8	40 1/2			
one	Main Sails,	Hawser	90	12				
one	Main Top Sails,	Towlines	90	12				
		Warp	—	1 1/4				
		All of <u>Good</u> quality.						

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

She has 3 Life Boats a pinnace & gig  
The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 5 No

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

State if she has a partial awning Yes Poop (half) Yes Forecastle Yes

General Remarks, \* 12 links of this cable tested to a breaking strain of 48 3/4 Tons  
The vessel has now been lengthened 42 1/2 feet by which she is according to the new measurement nearly 8 breadths in length & not over as anticipated by former measurement submitted, but is over 14 depths in length. The vessel is strengthened according to amended suggestions, although a modification of the positions of the keelsons has been effected to meet the water ballast tanks at each end of the ship. The intercastal keelson is extended 10 ft 6" into the tanks. The bilge keelson, from tank to tank and connected to the fore tank beams thus forming a continuous keelson. The old bilge keelson has been removed & placed higher so as to be extended nearly all fore & aft above the ends of the tanks. The various positions are marked on new section herewith. All new keelsons in Engine & Boiler spaces. She has a partial awning deck amidships 86 ft long. The alternate frames are extended to height of main rail & beams of angle iron same size as the frames turned down & scarfed to frames. Plating 6/16. There is an iron bulkhead about 3 1/2 feet from side extending on each side whole length of the awning deck & a bulkhead at each end - over the boiler space on main deck for a length of 13 1/2 feet & a breadth of 12 ft an iron deck 7/16 thick is fitted for the donkey boiler. The original funnel stringer plate is now extended 7 feet abaft the break of half poop - new rudder, main piece as per Rule. The bulks of the sheerstrake & other plates of both decks are triple rivetted. Also one strake of helge plating. The hulls have been fully completed with

In what manner are the surfaces preserved from oxidation? Inside Cement below bilge & paint above

Ditto Paint Outside Paint  
We are of opinion that this vessel is worthy the favorable consideration of the Committee for the A. subject to such conditions of periodical survey as they may be pleased to impose, on account of

am of opinion this vessel should be classed not having been surveyed while building

The amount of the Fee £ 5 : : : is received by me,

Special £ 20 : : : 11/10/80

Certificate (if required) £ : : : "

Committee's Minute Liverpool, 12<sup>th</sup> August 1870

Gen. Committee 25 Aug 1870

Character assigned A 1 (with condition)

part awning deck

Will C. Davey

James Purdie

Refer to the General Committee

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Lloyd's Register Foundation