

IRON SHIP.

Survey held at Glasgow Date, First Survey 28 Augt 1874 Last Survey 2nd July 1875
On the S.S. "Queen Margaret" Master B. Butler

TONNAGE under Tonnage Deck	2102.86	ONE, OR TWO DECKED, THREE DECKED VESSEL.	
Ditto of Third, Spar, or Awaiting Deck.	882.14	SPAR, OR AWNING DECKED VESSEL.	
Ditto of Poop, or Awaiting Deck.	2885.03	HALF BREADTH (moulded)	19.25
Bottom of Hold on Deck		DEPTH from upper part of Keel to top of Upper Deck Beams	30.58
Ditto of Forecastle	52.96	GIRTH of Half Midship Frame (as per Rule)	43.75
Gross Tonnage	3138.01	1st NUMBER	93.58
Less Crew Space	89.61	1st NUMBER, if a THREE DECKED VESSEL	
Less Engine Room	1004.16	LENGTH	368.16
Register Tonnage as out on Beam	2044.24	2nd NUMBER	318.75
		PROPORTIONS—Breadths to Length	9.38
		Depths to Length—Upper Deck to Keel	12.03
		Main Deck ditto	15.95

Built at Glasgow
When built 1874-75 Launched 22nd May 1875
By whom built London & Glasgow Engineering & Shipbuilding Co.
Owners Queen Steam Ship Co. Limited
Port belonging to Glasgow
Destined Voyage Catcutta via London
Surveyed while Building, Afloat, and in Dry Dock.

LENGTH on deck as per Rule	368.16	BREADTH—Moulded	38.5	DEPTH top of Floors to Upper Deck Beams	28.6	Power of Engines	250	No. of Decks with flat laid	3	No. of Tiers of Beams	5
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Dimensions of Ship per Register, length, 371.7 breadth, 38.55 depth, 28.85

KEEL, depth and thickness	11 x 3	Inches in Ship.	11 x 3	Inches per Rule.
STEM, moulding and thickness	11 x 3	Inches in Ship.	11 x 3	Inches per Rule.
STERN-POST for Rudder do. do.	11 x 6	Inches in Ship.	11 x 6	Inches per Rule.
for Propeller	11 x 6	Inches in Ship.	11 x 6	Inches per Rule.
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	Inches in Ship.	24	Inches per Rule.
FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships	5 x $3\frac{1}{2}$	Inches in Ship.	5 x $3\frac{1}{2}$	Inches per Rule.
Do. for $\frac{1}{4}$ at each end	5 x $3\frac{1}{2}$	Inches in Ship.	5 x $3\frac{1}{2}$	Inches per Rule.
REVERSED FRAMES, Angle Iron	3 x $3\frac{1}{2}$	Inches in Ship.	3 x $3\frac{1}{2}$	Inches per Rule.
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	25 x 10	Inches in Ship.	25 x 10	Inches per Rule.
thickness at the ends of vessel	11 x 9.8	Inches in Ship.	11 x 9.8	Inches per Rule.
depth at $\frac{1}{2}$ the half-bdth. as per Rule	11 x 9.8	Inches in Ship.	11 x 9.8	Inches per Rule.
height extended at the Bilges	Twice	Inches in Ship.	Twice	Inches per Rule.
BEAMS, Upper, Spar, or Awaiting Deck	7 x 7	Inches in Ship.	7 x 7	Inches per Rule.
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 2	Inches in Ship.	3 x 2	Inches per Rule.
Average space	48	Inches in Ship.	48	Inches per Rule.
BEAMS, Main, or Middle Deck	9 x 9	Inches in Ship.	9 x 9	Inches per Rule.
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	Inches in Ship.	3 x 3	Inches per Rule.
Average space	48	Inches in Ship.	48	Inches per Rule.
BEAMS, Lower Deck, Hold, or Orlop	9 x 9	Inches in Ship.	9 x 9	Inches per Rule.
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	Inches in Ship.	3 x 3	Inches per Rule.
Average space	48	Inches in Ship.	48	Inches per Rule.
KEELSONS Centre line, single or double plate,	23 x 14	Inches in Ship.	23 x 14	Inches per Rule.
do. or Intercoastal Plates	24 x 15	Inches in Ship.	24 x 15	Inches per Rule.
Rider Plate	15 x 10	Inches in Ship.	15 x 10	Inches per Rule.
Bulb Plate to Intercoastal Keelson	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
Angle Irons	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
Double Angle Iron Side Keelson	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
Side Intercoastal Plate	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
do. Angle Irons	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
Attached to outside plating with angle iron	3 x 3	Inches in Ship.	3 x 3	Inches per Rule.
BILGE Angle Irons	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
do. Bulb Iron	9 x 9	Inches in Ship.	9 x 9	Inches per Rule.
do. Intercoastal plates riveted to plating for $\frac{1}{2}$ length	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
BILGE STRINGER Angle Irons	6 x 4	Inches in Ship.	6 x 4	Inches per Rule.
Intercoastal plates riveted to plating for whole length	10	Inches in Ship.	10	Inches per Rule.
SIDE STRINGER Angle Irons		Inches in Ship.		Inches per Rule.

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	36	Inches in Ship.	13	Inches in Ship.	36	Inches required	13	Inches required
from up. part of Bilge to lr. edge of Sh'rstrake	12	Inches in Ship.	12	Inches in Ship.	12	Inches required	12	Inches required
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake	48	Inches in Ship.	12	Inches in Ship.	48	Inches required	12	Inches required
Up. or Spar Dk Sh'rstrake, breadth & thickness	48	Inches in Ship.	12	Inches in Ship.	48	Inches required	12	Inches required
Butt Straps to outside plating, breadth & thickness	16	Inches in Ship.	11	Inches in Ship.	16	Inches required	11	Inches required
Lengths of Plating	10	Inches in Ship.	10	Inches in Ship.	10	Inches required	10	Inches required
Shifts of Plating, and Stringers	Two spaces	Inches in Ship.	Two spaces	Inches in Ship.	Two spaces	Inches required	Two spaces	Inches required
Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	47	Inches in Ship.	9	Inches in Ship.	47	Inches required	9	Inches required
Angle Iron on ditto	4 x 4	Inches in Ship.	9	Inches in Ship.	4 x 4	Inches required	9	Inches required
Tie Plates fore and aft, outside Hatchways	From Deck	Inches in Ship.	From Deck	Inches in Ship.	From Deck	Inches required	From Deck	Inches required
Diagonal Tie Plates on Beams No. of Pairs,	From Deck	Inches in Ship.	From Deck	Inches in Ship.	From Deck	Inches required	From Deck	Inches required
Planksheer material and scantling	Gutter	Inches in Ship.	Gutter	Inches in Ship.	Gutter	Inches required	Gutter	Inches required
Waterways do. do.	3 x 2	Inches in Ship.	3 x 2	Inches in Ship.	3 x 2	Inches required	3 x 2	Inches required
Flat of Upper Deck do. do.	17	Inches in Ship.	9	Inches in Ship.	17	Inches required	9	Inches required
How fastened to Beams	Plates & Screws	Inches in Ship.	Plates & Screws	Inches in Ship.	Plates & Screws	Inches required	Plates & Screws	Inches required
Stringer Plate on ends of Main or Middle Deck	48	Inches in Ship.	10	Inches in Ship.	48	Inches required	10	Inches required
Beams, breadth and thickness	48	Inches in Ship.	10	Inches in Ship.	48	Inches required	10	Inches required
Is the Stringer Plate attached to the outside plating?	Yes	Inches in Ship.	Yes	Inches in Ship.	Yes	Inches required	Yes	Inches required
Angle Irons on ditto, No. 2	4 x 4	Inches in Ship.	9	Inches in Ship.	4 x 4	Inches required	9	Inches required
Tie Plates, outside Hatchways	From Deck	Inches in Ship.	From Deck	Inches in Ship.	From Deck	Inches required	From Deck	Inches required
Diagonal Tie Plates on Beams, No. of pairs	From Deck	Inches in Ship.	From Deck	Inches in Ship.	From Deck	Inches required	From Deck	Inches required
Waterways materials and scantlings	Plates	Inches in Ship.	Plates	Inches in Ship.	Plates	Inches required	Plates	Inches required
Flat of Middle Deck do. do.	17	Inches in Ship.	9	Inches in Ship.	17	Inches required	9	Inches required
How fastened to Beams	Pinned	Inches in Ship.	Pinned	Inches in Ship.	Pinned	Inches required	Pinned	Inches required
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	40	Inches in Ship.	9	Inches in Ship.	40	Inches required	9	Inches required
Is the Stringer Plate attached to the outside plating?	Yes	Inches in Ship.	Yes	Inches in Ship.	Yes	Inches required	Yes	Inches required
Angle Irons on ditto, No. 2	4 x 4	Inches in Ship.	9	Inches in Ship.	4 x 4	Inches required	9	Inches required
Stringer or Tie Plates, outside Hatchways	From Deck	Inches in Ship.	From Deck	Inches in Ship.	From Deck	Inches required	From Deck	Inches required
Flat of Lower Deck	17	Inches in Ship.	9	Inches in Ship.	17	Inches required	9	Inches required
Ceiling betwixt Decks, thickness and material	3	Inches in Ship.	3	Inches in Ship.	3	Inches required	3	Inches required
in hold do. Pitch	2	Inches in Ship.	2	Inches in Ship.	2	Inches required	2	Inches required
Main piece of Rudder, diameter at head	8	Inches in Ship.	8	Inches in Ship.	8	Inches required	8	Inches required
do. at heel	4	Inches in Ship.	4	Inches in Ship.	4	Inches required	4	Inches required
Can the Rudder be unshipped afloat?	Yes	Inches in Ship.	Yes	Inches in Ship.	Yes	Inches required	Yes	Inches required
Bulkheads No. 5 Thickness of	7-6	Inches in Ship.	7-6	Inches in Ship.	7-6	Inches required	7-6	Inches required
Height up	Forward one to Upper Deck, rest to Main Dk.	Inches in Ship.	Forward one to Upper Deck, rest to Main Dk.	Inches in Ship.	Forward one to Upper Deck, rest to Main Dk.	Inches required	Forward one to Upper Deck, rest to Main Dk.	Inches required
How secured to sides of ship	By double frames	Inches in Ship.	By double frames	Inches in Ship.	By double frames	Inches required	By double frames	Inches required
Size of Vertical Angle Irons	3 x 3	Inches in Ship.	3 x 3	Inches in Ship.	3 x 3	Inches required	3 x 3	Inches required
And distance apart	30	Inches in Ship.	30	Inches in Ship.	30	Inches required	30	Inches required
Are the outside Plates doubled two spaces of Frames in length?	Yes	Inches in Ship.	Yes	Inches in Ship.	Yes	Inches required	Yes	Inches required

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Napiers Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6 apart.
The REVERSED ANGLE IRONS on floors and frames extend from middle line to Middle Dk and to Upper Deck alternately
Coupled for 43 Frames amidships to upper part of bilges? Yes And butts properly shifted? Yes
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets $\frac{1}{2}$ in. diameter, averaging $5\frac{1}{2}$ ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $3\frac{1}{2}$ ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{1}{2}$ in. diameter averaging $3\frac{1}{2}$ ins. from centre to centre.
Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $3\frac{1}{2}$ ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{1}{2}$ in. diameter, averaging $3\frac{1}{2}$ ins. from cr. to cr.
Edges of Main Sheerstrake, double or riveted. Upper Sheerstrake, double or riveted.
Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted $\frac{1}{2}$ length amidships.
Butts of Main Stringer Plate, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for $\frac{1}{2}$ length.
Breadth of laps of plating in double riveting 6 ins. Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double 4 Riveted? Yes
Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? By knees turned down No. of Breasthooks, Seven Crutches, Six
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best
Manufacturer's name or trade mark, Plates, Bowesfield; Angles and Butts, Coats.

The above is a correct description.
Builder's Signature Saml. Laphroan Surveyor's Signature, Saml. Laphroan
Surveyor to Lloyd's Register of British and Foreign Shipping.

14959 In

State also Length and Diameter of Lower Masts and Bowsprit Three Masts Barque Rigged

NUMBER for EQUIPMENT *304* 34452

Hatches. If strong and efficient? Yes

General Remarks (State quality of workmanship, &c.)

150

[illegible]