

IRON SHIP.

No. 4506 Survey held at Paisley Date, First Survey 3 May Last Survey 3 September 1877

On the S.S. "QUEEN OF THE SOUTH" (SCHOONER) Master Alexander Baxter

TONNAGE under 157.73 ONE, OR TWO DECKED, THREE DECKED VESSEL.

On Deck 2.47 HALF BREADTH (moulded) 11.0

to of Poop, 21.42 DEPTH from upper part of Keel to top of Upper Deck Beams 9.0

to of Houses 7.96 GIRTH of Half Midship Frame (as per Rule) 17.6

of Forecastle 8.21 1st NUMBER 37.6

ess Tonnage 197.79 LENGTH 124.0

Crew Space 13.86 2nd NUMBER 46.62

ess Engine Room 63.29 PROPORTIONS—Breadths to Length 5.63

Master Tonnage 120.64 Depths to Length—Upper Deck to Keel 13.77

as cut on Beam 120.64 Main Deck to Keel 13.77

Built at Paisley

When built 1877 Launched 3 Aug 77

By whom built H. Mc Intyre & Co

Owners George Bain Johnston, John Macdonald

Port belonging to Adelaide

Destined Voyage Adelaide

If Surveyed while Building, Afloat, or in Dry Dock.

Ordinary Survey

LENGTH on deck as per Rule 124 BREADTH—Moulded 22 DEPTH top of Floors to Upper Deck Beams 8 0 1/2 Power of Engines 40 No. of Decks with flat laid ONE No. of Tiers of Beams ONE

Dimensions of Ship per Register, length, 126.2 breadth, 22.1 depth, 7.8

KEEL, depth and thickness 3 1/2 x 9/16 INCHES IN SHIP. INCHES PER RULE. 30 x 9/16
 TEM, moulding and thickness 6 x 13/8 6 x 1 1/4
 STERN-POST for Rudder do. do. 6 1/2 x 2 5/8 3 6 x 2 1/2
 for Propeller 6 x 2 3/4 20
 Distance of Frames from moulding edge to moulding edge, all fore and aft 20 in (Class 00 A)

FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end 3 3 2 1/2 5/16 3 x 2 1/2 5/16

REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 4/16 2 1/2 2 1/2 4/16

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 11 1/2 x 5/16 11 1/2 x 5/16
 thickness at the ends of vessel 3
 depth at 2/3 the half-bdth. as per Rule 25 PER SECTION
 height extended at the Bilges TYWICE DEPTH.

BEAMS, Upper, 5 1/2 3 x 7/16 5 1/2 3 x 7/16
 Single or double Angle Iron, Plate or Tee Bulb Iron
 Single or double Angle Iron on Upper edge
 Average space 40 40 in

BEAMS, Main, or Middle Deck 5 1/2 3 x 7/16 5 1/2 3 x 7/16
 Single or double Angle Iron, Plate or Tee Bulb Iron
 Single, or double Angle Iron, on Upper Edge
 Average space 40 40 in

BEAMS, Lower Deck, Hold, or Orlop 5 1/2 3 x 7/16 5 1/2 3 x 7/16
 Single or double Angle Iron, Plate or Tee Bulb Iron
 Single or double Angle Iron on Upper Edge
 Average space 40 40 in

ELSONS Centre line, single or double plate, 7/16 7/16
 Intercoastal, Plates
 Bulb Plate to Intercoastal Keelson 6 x 4/16 6 x 4/16
 Angle Irons 3 3 4/16 3 3 4/16
 Double Angle Iron Side Keelson 3 3 4/16 3 3 4/16
 Side Intercoastal Plate 3 3 4/16 3 3 4/16
 Attached to outside plating with angle iron 4/16

BILGE Angle Irons 3 3 4/16 3 3 4/16
 do. Bulb Iron 6 x 4/16 6 x 4/16
 do. Intercoastal plates riveted to plating for length 6 x 4/16 6 x 4/16

BILGE STRINGER Angle Irons 3 3 4/16 3 3 4/16
 Intercoastal plates riveted to plating for length 6 x 4/16 6 x 4/16
 THE STRINGER Angle Irons 3 3 4/16 3 3 4/16

ransoms, material. Knight-heads. Hawse Timbers. Iron plates ranges
 Windlass Iron patent Pall Bitt Iron

FRAMES extend in one length from Keel to gunwale

REVERSED ANGLE IRONS on floors and frames extend from middle line to above side stringers

ELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes

ATING. Garboard, double riveted to Keel, with rivets 3/4 in. diameter, averaging 3/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3/4 ins. from centre to centre.

Butts of Stakes at Bilge length, double riveted with Butt Straps thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, double riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.

Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2 2 1/4

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble

terway, how secured to Beams Gutter battens (Explain by Sketch, if necessary.)

ms of the various Decks, how secured to the sides? Beam knees riveted & banded No. of Breasthooks, 3 Crutches, 2

at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle Iron. Rockbolts.

manufacturer's name or trade mark, Plates "Glasgow Best"

The above is a correct description.

Flat Keel Plate, breadth and thickness 30 x 7/16 30 x 7/16
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 6 1/2 x 7/16 5 x 7/16
 of double at Bilge, or increased thickness, and length applied 2 1/2 length
 fm up. part of Bilge to lr. edge of Sh'rstrake 4/16 5/16 4/16
 Main Sheerstrake, breadth and thickness 30 x 9/16 30 x 9/16
 of double at Sh'rstrake, & length applied 2 1/2 length
 from Main to Upper Spar Pl. Sh'rstrake.
 Upper Spar Pl. Sh'rstrake, breadth & thickness 30 x 9/16 30 x 9/16
 Butt Straps to outside plating, breadth & thickness 8 1/2 x 5/8 8 1/2 x 5/8
 Lengths of Plating 5 ft spaces 5 ft spaces
 Shifts of Plating, and Stringers 2 ft spaces 2 ft spaces
 Gunwale Plate on ends of Upper Spar 3 1/2 x 7/16 3 1/2 x 7/16
 Upper Deck Beams, breadth and thickness 3 x 3 x 4/16 3 x 3 x 4/16
 Angle Iron on ditto 7 x 4/16 7 x 4/16
 Tie Plates fore and aft, outside Hatchways 7 x 4/16 7 x 4/16
 Diagonal Tie Plates on Beams, No. of Pairs, 3 3
 Planksheer material and scantling 3 ft 3 ft
 Waterways do. do. 3 ft 3 ft
 Flat of Upper Deck do. do. 3 ft 3 ft
 How fastened to Beams 3 ft 3 ft
 Stringer Plate on ends of Main or Middle Deck 3 ft 3 ft
 Beams breadth and thickness 3 ft 3 ft
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. 3 3
 Tie Plates, outside Hatchways 3 3
 Diagonal Tie Plates on Beams, No. of pairs 3 3
 Waterways materials and scantlings 3 3
 Flat of Middle Deck do. do. 3 3
 How fastened to Beams 3 3
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 3 3
 Is the Stringer Plate attached to the outside plating?
 Angle Irons on ditto, No. 3 3
 Stringer or Tie Plates, outside Hatchways 3 3
 Flat of Lower Deck 3 3
 Ceiling betwixt Decks, thickness and material 2 ft 2 ft
 in hold do. do. 2 ft 2 ft
 Main piece of Rudder, diameter at head 3 1/2 3 1/2
 do. at heel 2 2
 Can the Rudder be unshipped afloat? no
 Bulkheads No. 4 Thickness of 4/16
 Height up Main deck
 How secured to sides of ship Iron Ke Banded
 Size of Vertical Angle Irons 2 1/2 x 2 1/2 4/16 and distance apart 30 ins.
 Are the outside Plates doubled two spaces of Frames in length? yes

IRON 474-0026

Lloyd's Register Foundation

Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Hand fitted*
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*
Are the fillings between the ribs and plates solid single pieces? *yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yes*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *yes*
Do any rivets break into or through the seams or butts of the plating? *Very few and in butts only.*

19317 *Jan*

Masts, Bowsprit, Yards, &c., are *in good* condition, and sufficient in size and length. If of Iron or Steel give
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 riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

| NUMBER for EQUIPMENT 5728 | | Fathoms. | Inches. | Test per Certificate. | Length & Size req'd pr Rule. | Test req'd per Rule. | ANCHORS. | N°. | Weight. Ex. Stock. | Test per Certificate. | W'ght req'd per Rule. | Test req'd per Rule. |
|---------------------------|-------------------------|---------------------|---------|-----------------------|------------------------------|----------------------|-------------|-----|--------------------|-----------------------|-----------------------|----------------------|
| N°. | SAILS. | CABLES, &c. | 135 | 1 1/8 | 11 7/8 | 135 13/16 11 7/8 | Bowers | | | | | |
| | Fore Sails, | Chain | | | | | | | 5.0.21 | 7 1/2 | 5 | 7 1/2 |
| | Fore Top Sails, | | | | | | | | 5.0.0 | 7 1/2 | 5 | 7 1/2 |
| | Fore Topmast Stay Sails | Hmpn Strm Cbl | 90 | 6 | 90-7/16 or 5 | | Stream S.S. | 1 | 1.3.7 | | 1.3.0 | |
| | Main Sails, | Hawser ... | 90 | 4 | 90.4 | | Kedges | 1 | 1.0.0 | | 1.0.0 | |
| | Main Top Sails, | Towlines ... | 90 | 3 | | | | | | | | |
| | and | Warp ... | 90 | | | | | | | | | |
| | | quality <i>good</i> | | | | | | | | | | |

Standing and Running Rigging *Wire Ropes* sufficient in size and *good* in quality. She has *one* Long Boat and *one* other
The Windlass is *Iron Patent*. Capstan *and* Rudder *good*. Pumps *three 4 1/2* Copper chambers.
Engine Room Skylights.—How constructed? *Iron comings* *sat above*. How secured in ordinary weather? *Bolted down*.
What arrangements for deadlights in bad weather? *Thick glass and brass gratings*.
Coal Bunker Openings.—How constructed? *Cast Iron Frames* How are lids secured? *Locking Lids* Height above deck? *Bounded over*
Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three square ports on each side*

Cargo Hatchways.—How formed? *Iron comings*
State size Main Hatch *11.8 x 10.2* Fore hatch *8.0 x 6.1* Quarter hatch
If of extraordinary size, state how framed and secured?
What arrangement for shifting beams? *Shifting beams to main hatch of angle iron*
Hatches, If strong and efficient? *yes*

| | | | |
|-------------------------------|---|-------|-------------------|
| Order for Special Survey No. | 1st. On the several parts of the frame, when in place, and before the plating was wrought | 1877. | 3. May |
| Date | 2nd. On the plating during the process of riveting | | 27 June |
| Order for Ordinary Survey No. | 3rd. When the beams were in and fastened, and before the decks were laid.... | | 11 July |
| Date | 4th. When the ship was complete, and before the plating was finally coated or cemented.. | | 21 August. |
| No. 7 in builder's yard. | 5th. After the ship was launched and equipped | | 3 September 1877. |

General Remarks (State quality of workmanship, &c.) *This vessel is over thirteen depth. The Shearstrakes are increased 2/16 for 3/4 length - and strake next below 1/16 for half length - Built from 6 x 7/16 for 3/5 length fitted seven bilge angles and built 6 x 7/16 for half length seven side struts - also side keelsons seven middle line & Bilge keelsons of bent angle iron 3 x 3 x 7/16 - Two Bilge strakes increased 1/16 in thickness for half length.*

Has been constructed in accordance with Midship and the Longitudinal approved sections - and is nothing in my opinion of the class recommended below -

Side Plates 17.6 x 4.8
x 14.2 x 13.2

State if one, ~~two~~, or ~~three~~, decked vessel, or ~~if spar or running decked~~; and the lengths of poop, forecabin, or ~~raised quarter deck~~, and the length of double, or ~~part double~~ bottom

How are the surfaces preserved from oxidation? Inside *Cement in Bottom Paint above* Outside *Paint*.

I am of opinion this Vessel should be Classed *90 A.1. (Ordinary Survey)*

The amount of the Entry Fee ... £ 2 : " : " is received by me,

Special ... £ 4 : 4 : " *Sept. 1877*

Certificate ... " : 2 : 6

(Travelling Expenses, if any, £ 4 : 4 : 4)

Committee's Minute

7th September,
14th September,

1877

Character assigned

90 A.1

Approved by the Committee
21st Sept 1877

Lloyd's Register

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