

IRON OR STEEL SHIP.

(Received at London Office) **NEWCASTLE** 24th 1890

No. **24842** Survey held at **Newcastle** Date, First Survey **3rd Oct 1890** Last Survey **23rd May 1890**

L.S. "British Queen"

Rig **Schooner**

Master **A. Smith**

Year of appointment **1890**

Built at **Newcastle**

When built **1890** Launched **22-8-90**

By whom built **Palmer's Co**

Owners **British Shipowners Co**

Managers **(If desired to be entered in Reg. Book.)**

Residence **Liverpool**

Port belonging to **Liverpool**

Destined Voyage **New York via Sunderland**

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

Under **4087.96**
 Do. between Tonnage Dk. and 3rd, 4th, Spar or Tonnage Dk. **97.27**
 Total under Upper Dk. **86.93**
 Do. of Poop **93.02**
 Do. of Raised Or. Dk. or Break **13.84**
 Do. of Bridge House **38.73**
 Do. of Houses on Deck **145.72**
 Do. of excess of Hatchways **23.23**
 Do. of Forecastle **1404.08**
 Gross Tonnage **2807.03**
 Crow Space **145.72**
 as Engine Room **23.23**
 as out on Beam **1404.08**

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR OR AWNING DECKED VESSEL.

Half Breadth (moulded) **23.50**
 Depth from upper part of Keel to top of Upper Deck Beams **31.58**
 Girth of Half-Midship Frame (as per Rule) **50.75**
 1st Number **105.83**
 1st Number, if a 3-Decked Vessel deduct 7 feet **7.00**
 Length **98.83**
 2nd Number **39.350**
 Proportions - Breadths to Length **8.47**
 Depths to Length - Upper Deck to Keel **12.60**
 Main Deck ditto **16.76**

LENGTH on deck as per Rule **398.2** BREADTH Moulded **47.0** DEPTH top of Deck to Upper Deck Beams **27.102** Do. do. Main Deck Beams **20.02** Power of Engines **500** N° of Decks with flat laid **Two** N° of Tiers of Beams **Three**

	Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule
KEEL, depth and thickness	11 x 3 1/8	11 x 3 1/8	PLATES in Garboard Strakes, br'dth & thickness	38	18	36	18	18	18	18	18
STEM, moulding and thickness	11 x 7 1/2	11 x 7 1/2	From Garboard to upper part of Bilges	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13
STERN-POST for Rudder do. do.	24	24	Of d'ble at Bilge, or increased thickness, and length applied	15 x 16	15 x 16	15 x 16	15 x 16	15 x 16	15 x 16	15 x 16	15 x 16
" " for Propeller	24	24	From up. prt of Bilge to lr. edge of Sh'rstrake	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13	12 x 13
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Main Sheerstrake, breadth and thickness	44	20	44	20	44	20	44	20
FRAMES, Angle Iron, for 1/2 length amidships	6 3 1/2	6 3 1/2	Of d'ble at Sh'strake & lng. applied	44	20	44	20	44	20	44	20
Do. for 1/4 at each end	6 3 1/2	6 3 1/2	From N'n. to Up. or Spar Dk. Sh'rstrake	44	20	44	20	44	20	44	20
REVERSED FRAMES, Angle Iron	4 1/2	4 1/2	Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss	44	20	44	20	44	20	44	20
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	8	8	Butt Straps to outside plating, breadth & thickness	24	19	24	19	24	19	24	19
thickness at the ends of vessel	Cellular 9.10	Cellular 9.10	Lengths of Plating	7	7	7	7	7	7	7	7
depth at 1/2 the half-bdth. as per Rule	Cellular 9.10	Cellular 9.10	Shifts of Plating, and Stringers	61	12	61	12	61	12	61	12
height extended at the Bilges	Cellular 9.10	Cellular 9.10	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	61	12	61	12	61	12	61	12
BEAMS, Upper, Spar, or Awning Deck	10 6	10 6	Angle Iron on ditto	6 1/2	4 1/2	6 1/2	4 1/2	6 1/2	4 1/2	6 1/2	4 1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	11 6	11 6	Tie Plates fore and aft, outside Hatchways	10	10	10	10	10	10	10	10
Single or double Angle Iron on Upper edge	11 6	11 6	Diagonal Tie Plates on Beams No. of Pairs	8	8	8	8	8	8	8	8
Average space	48	48	Flat of Up., Spar, or Awning Dk.	8	8	8	8	8	8	8	8
BEAMS, Main, or Middle Deck	12 6	12 6	How fastened to Beams	8	8	8	8	8	8	8	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	12 6	12 6	Stringer Plate on ends of Main or Middle Deck	61	10	61	10	61	10	61	10
Single or double Angle Iron on Upper Edge	12 6	12 6	Beams, breadth and thickness	61	10	61	10	61	10	61	10
Average space	48	48	Is the Stringer Plate attached to the outside plating?	yes	yes	yes	yes	yes	yes	yes	yes
BEAMS, Hold, or Orlop	12 6	12 6	Angle Irons on ditto, No. 2	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	12 6	12 6	Tie Plates, outside Hatchways	10	10	10	10	10	10	10	10
Single or double Angle Iron on Upper Edge	12 6	12 6	Diagonal Tie Plates on Beams No. of pairs	8	8	8	8	8	8	8	8
Average space	48	48	Flat of Middle Deck	8	8	8	8	8	8	8	8
KEELSONS Centre line, single or double plate, or Intercoastal Plates	44 x 10	44 x 10	How fastened to Beams	8	8	8	8	8	8	8	8
Rider Plate	11	11	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	52	9	52	9	52	9	52	9
Bulb Plate to Intercoastal Keelson	6 1/2	4 1/2	Is the Stringer Plate attached to the outside plating?	yes	yes	yes	yes	yes	yes	yes	yes
Angle Irons	6 1/2	4 1/2	Angle Irons on ditto, No. 2	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9	4.4.9
Double Angle Iron Side Keelson	6 1/2	4 1/2	Stringer or Tie Plates, outside Hatchways	10	10	10	10	10	10	10	10
Side Intercoastal Plate	6 1/2	4 1/2	Flat of Lower Deck	10	10	10	10	10	10	10	10
do. Angle Irons	6 1/2	4 1/2	Ceiling betwixt Decks, thickness and material	7	7	7	7	7	7	7	7
Attached to outside plating with angle iron	6 1/2	4 1/2	" in hold do. do.	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
HLGE Angle Irons	6 1/2	4 1/2	Main piece of Rudder, diameter at head	10	10	10	10	10	10	10	10
do. Bulb Iron	6 1/2	4 1/2	do. at heel	5	5	5	5	5	5	5	5
do. Intercoastal plates riveted to plating for length	6 1/2	4 1/2	Can the Rudder be unshipped afloat?	yes	yes	yes	yes	yes	yes	yes	yes
VLGE STRINGER Angle Irons	6 1/2	4 1/2	Bulkheads No. 6 No. per Rule	6	6	6	6	6	6	6	6
Intercoastal plates riveted to plating for 3/5 length	6 1/2	4 1/2	Thickness of	867	867	867	867	867	867	867	867
IDE STRINGER Angle Irons	6 1/2	4 1/2	Height up	867	867	867	867	867	867	867	867

The FRAMES extend in one length from **Foremast** to **Funnel**
 The REVERSED ANGLE IRONS on floors and frames extend **the** middle line to **upper part of 5th main** and to **upper part of 5th** alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? **yes** And butts properly shifted? **yes**
 PLATING. Garboard, double riveted to Keel, with rivets **1** in. diameter, averaging **4** ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets **1** in. diameter, averaging **4** ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **1** in. diameter averaging **3 1/2** ins. from centre to centre.
 Butts of **3** Strakes at Bilge for **whole** length, treble riveted with Butt Straps **13** in. thick, thicker than the plates they connect.
 Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets **1** in. diameter, averaging **4** ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **1** in. diameter, averaging **3 1/2** ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for **whole** length amidships.
 Butts of Main Stringer Plate, treble riveted for **all** length amidships.
 Butts of Upper or Spar Stringer Plate, treble riveted for **whole** length amidships.
 Breadth of laps of plating in double riveting **6** Breadth of laps of plating in single riveting **6**
 of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **treble & double** No. of Breasthooks, **5** Crutches, **3**
 of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **good**
 Name or trade mark, **Palmer's Long** about half the beams **Palmer's Long**
 correct description, **Palmer's Long**
 Surveyor's Signature **William L. Mace**
 Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thicknesses - as distinguished from distinguished thickness at ends of vessel.

If Iron Deck, state if whole or part, and if wood deck is laid thereon.

NWC 814-0345

