

No. 1238 Survey held at Littlehampton Date May 14 1865
 on the Brig "Queen" Master Hedgecock
 Tonnage Old 288 Built at Littlehampton When built 1865 Launched May 13
 By whom built Henry Harvey Owners Gates & Co
 Part belonging to Shoreham Destined Voyage Mediterranean
 If surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet. Inches.		Extreme Breadth Outside		Feet. Inches.		Depth of Hold		Feet. Inches.	
	Actual	Required	Actual	Required	Actual	Required	Actual	Required	Actual	Required
118	6	26	26	26	14	11	14	11	14	11

Scantlings of Timber.	Feet. Inches.		Feet. Inches.		Feet. Inches.	
	Actual	Required	Actual	Required	Actual	Required
TIMBER AND SPACE	2 1/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4
Floors	10 1/2	10 1/2	9	9 1/2	8 1/4	8 1/4
1st Foothooks	8 1/2	9	8 1/4	8 1/4	8 1/4	8 1/4
2nd Ditto	8 1/2	8	8 1/4	8 1/4	8 1/4	8 1/4
3rd Ditto	8 1/2	8	8 1/4	8 1/4	8 1/4	8 1/4
Top Timbers	4 1/4	4	4	4	4	4
Deck Beams	8 1/2	8 1/2	4 1/4	8 1/2	8 1/2	4
Deck Beams, length amidships	8 1/2	8 1/2	6	8 1/2	8 1/2	4
Hold Beams	11 1/2	11 1/2	9 1/4	11 1/2	11 1/2	9 1/2
Hold Beams, length amidships	8 1/2	8 1/2	6	8 1/2	8 1/2	4
Keel	11 1/2	14	11 1/2	11 1/2	11 1/2	11 1/2
Scarp of Ditto	5	8	5	8	5	8
Keelsons	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Scarp of Ditto	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2

Thickness of Plank.

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	3 1/4	3	Limber Strakes	3 1/4	3 1/4
Garboard to Bilge	3 1/4	3	Bilge Planks	6	3 1/4
Bilge Planks	6 1/4	3	Ceiling in Flat	2 1/2	2 1/2
Bilge to Wales	3 1/4	3	Ditto Bilge to Clamp	2 1/2	2 1/2
Wales	4 1/2	4 1/2	Hold Beam Clamps	4 1/2	3 1/2
Topsides	3 1/2	3 1/2	Deck Beam Ditto	3	2 3/4
Sheer Strakes	3 1/2	3 1/2	Ceiling 'twixt Decks	2 1/2	2 1/2
Plank Sheers	3 1/4	3	Hold Beam	4 1/2	3 1/2
Water - Upper Deck	8 1/2	9 1/4	Deck Beam	4 1/2	3 1/2
Ways - Lower Deck	6 1/4	6	Ditto	4 1/2	3 1/2
Ditto, faying surface against Timbers	6 1/4	6			
Upper Deck	3	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Part	Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule
	Actual	Required	Actual	Required	
Heel-Knee, & Deadwood abaft	1/8	1/8	1/8	1/8	1 1/2
Scarp of Keel, N°	1/8	1/8	1/8	1/8	1 1/2
Keelson Bolts through Keel at each Floor	1	1	1	1	1 1/2
Bolts thro' Heels of Timbers against Deadwood	1/8	1/8	1/8	1/8	1 1/2
Transoms and throats of Hooks	1/8	1/8	1/8	1/8	1 1/2
Arms of Hooks	1/8	1/8	1/8	1/8	1 1/2
Thro' Bilge & Limber Strakes	1/8	1/8	1/8	1/8	1 1/2
Thickstuff over Double Floors	1/8	1/8	1/8	1/8	1 1/2
Butt End Bolts	1/8	1/8	1/8	1/8	1 1/2
Pintles of the Rudder	1/8	1/8	1/8	1/8	1 1/2
Hold Beam Bolts in Waterway	1/8	1/8	1/8	1/8	1 1/2
Hold Beam Bolts in Knees	1/8	1/8	1/8	1/8	1 1/2
Hold Beam Bolts in Shelf or Clamp	1/8	1/8	1/8	1/8	1 1/2
Deck Beam Bolts in Waterway	1/8	1/8	1/8	1/8	1 1/2
Deck Beam Bolts in Knees	1/8	1/8	1/8	1/8	1 1/2
Deck Beam Bolts in Shelf or Clamp	1/8	1/8	1/8	1/8	1 1/2
Nails or Bolts in Flat of Deck	1/8	1/8	1/8	1/8	1 1/2
Treenails	1/8	1/8	1/8	1/8	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 10 1/2 Inches. The Space between the Top-Timbers is 14 Inches.
 The Floors consist of English Oak The First Foothooks of English Oak
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
 The Shifts of the First and Second Foothooks are not less than 1/2 of breadth N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are supercut
 The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared.
 The ✓ Frames are ✓ bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are ✓ close together; their thickness not less than 1/2 of the entire moulding at that place.
 The Frame is partly chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak
 The Keel is American Ash The Main Keelsons are English Oak and Iron Bark and ✓ free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of American Elm and are ✓ free from all defects.
 The Deck and Hold Beams of English Oak The Breasthooks of Iron The Knees of Iron
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is English Elm and Red Pine
 or to the First Foothook Heads
 From the above named Height to the Light Water Mark Red Pine 8
 From the Light Water Mark to the Wales Red Pine 8
 The Wales and Black-strakes are Hackmatack 9 The Topsides & Sheer-strakes German Oak 9
 The Splicing and Plank-sheers Red Pine 10 The Water-ways { Upper Deck Red Pine and
 Lower Deck German Oak
 The Decks Yellow Pine State of good
 The Shifts of the Planking are not less than 8 Feet 8 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought since between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red Pine 8
 The Ceiling, Lower Hold, and between Decks Red Pine 8 Shelf Pieces and Clamps Red Pine 8
Fastenings.—To Hold Beams Iron Soderberg knees and 6 pairs of iron knees
riders and two pairs of iron knees
 Deck Beams Iron Soderberg knees in Mask Rooms and an iron knee
one to each Beam
 Number of Breasthooks Five Pointers two Crutches two
 Butt End Bolts are of Y. metal in the Bottom: two Bolts in each Butt End one through and clenched.
 Bilge and Limber Strakes one bolted through and clenched. Treenails of English Oak How Made circle
 Thickstuff over Double Floors one bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Henry Harvey Surveyor's Signature [Signature]
 501894-000

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

N^o.

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

and others as usual

CABLES, &c.

	Fathoms.	Inches.
Chain <u>tested to 25 1/2</u>	250	1 9/10
Hempen Stream Cable	90	10
Hawser <u>chain</u>	60	5 1/8
Towlines	90	6 1/2
Warp	90	5 1/2
All of <u>good</u> quality.		

ANCHORS, and their weights.

	N ^o .	Weight
Bower, <u>tested to 14 x 6 x 1.0</u>	3	12 x 2 x 0
Stream, <u>10 x 18 x 2 1/2</u>	1	5 x 0 x 0
Kedge, <u>10 x 18 x 2 1/2</u>	2	5 x 2 x 0
		2 1 x 2 x 0

Her Standing and Running Rigging was at once sufficient in size and good in quality.

She has one Long Boat and another

The present state of the Windlass is new Capstan new Rudder and Pumps new

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	2nd. When the Beams are put in, &c.	3rd. { When completed, and before the plank be painted or payed }
	<u>January 25th 1865</u>	<u>February 2nd 1865</u>	<u>April</u>

Built under Special Survey Order No 506.

The Iron Bolts driven in the outside Bridge Planks have been driven in about 1/2" & well plugged.

Pieces cut out for examination
Present condition of Caulking of Bottom, Good Deck, good and Waterways good
Sheathed, Doubled, Felted, or Coppered with Y. Metal to 9 feet forward & 10 feet aft When last done 1865

I am of opinion this Vessel should be Classed 8-2-1

The Amount of the Fee.....£ 3 : 4 : 6 is received by me,
Special£ 14 : 8 : 4
Certificate£ 11 : 11 : 4

Committee's Minute 23rd May 65 18

Character assigned Full



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