

# IRON SHIPS.

No. 3071 Survey held at Millwall London Date Decr<sup>r</sup> 22<sup>d</sup> 1862.  
 on the Steam Tug Prince Alfred Master Joseph B. Wells.  
 Tonnage Gross 140 Engine Room \_\_\_\_\_ Register 83<sup>11</sup>/<sub>100</sub> Built at London  
 When Built 1862 By whom built W. Simpson & Co. Owners Levie Harbour Comp<sup>y</sup>  
 Launched Nov<sup>r</sup> 8<sup>th</sup> Port belonging to London Destined Voyage Africa C. G. Hooper  
 If Surveyed Afloat or in Dry Dock On the Slip Launched Nov<sup>r</sup> 8<sup>th</sup>

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 No.
106			21			11			24	

  

Distance of Frames or Ribs from moulding } edge to moulding edge, all fore and aft	Inches in Ship.			Inches required per Rule.			Stem, $\nabla$ bar iron, moulding and thickness	Inches. 16ths required per Rule.		
	In Ship.	In Ship.	16ths In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.		Inches. In Ship.	16ths. In Ship.	
Floors, Size of Angle Iron, and No. 1 at bottom of Floor Plate	2 1/2	3	5/16	2 1/2	2 1/2	6/16	5 1/2	1 1/2	5 1/2	1 1/2
„ depth and thickness of Floor Plate at mid line	11	6 1/2	5/16	11	6 1/2	5/16	5 1/2	1 1/2	5 1/2	1 1/2
„ depth and thickness of Floor Plate at Bilge Keelson	2 1/2	—	—	2 1/2	—	5/16	5	1 1/2	5 1/2	1 1/2
„ Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	2 1/4	2 1/4	5/16	2 1/4	2 1/4	5/16	Garboard Plates, thickness..	—	6/16	—
Frames, Size of Angle Iron, single or double	2 1/2	3	5/16	2 1/2	2 1/2	6/16	From Garboard to upper part of Bilge	—	5/16	—
„ „ Reversed Iron, $\nabla$ to every frame or every frame	2 1/4	2 1/4	5/16	2 1/4	2 1/4	5/16	From upper part of Bilge to Sheerstrakes	—	5/16	—
Beams, Deck (N <sup>o</sup> . 29) double Angle Iron or Bulb Iron with double Angle Iron on top	5 in by 2 1/2	—	5/16	5 in by 2 1/2	—	5/16	Sheerstrakes	—	5/16	—
„ „ depth & thickness of plate amidships	5	—	5/16	5	—	5/16	Breadth & thickness of Butt Straps to outside plating	—	5/16	—
„ „ double or single Angle Iron, on lower edge	—	—	—	—	—	—	Planksheers	—	5/16	—
„ „ average space between	3 feet	—	—	3 feet	—	—	Gunwale Plate or Stringer on ends of Up. Dk Beams	—	5/16	—
„ „ if wood (N <sup>o</sup> . ) sided & moulded	—	—	—	—	—	—	Angle Iron on ditto	—	5/16	—
„ „ Hold, or Lower Deck (N <sup>o</sup> . ) double Angle Iron or Bulb Iron with double Angle Iron on top	—	—	—	—	—	—	Waterway	—	5/16	—
„ „ depth & thickness of plate amidships	—	—	—	—	—	—	Deck	—	5/16	—
„ „ double or single Angle Iron, on lower edge	—	—	—	—	—	—	Ceiling in Hold	—	5/16	—
„ „ average space between	—	—	—	—	—	—	Ceiling between Decks	—	5/16	—
„ „ if wood (N <sup>o</sup> . ) sided & moulded	—	—	—	—	—	—	Stringer or Tie Plates outside Hatchways	—	5/16	—
„ „ Paddle, wood, sided and moulded or if Iron, size of Plate	12 by 1/16	—	—	—	—	—	Deck Beam Clamps	—	5/16	—
„ „ Engine	9	—	—	—	—	—	„ „ Shelf	—	5/16	—
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	8 by 5/16	—	—	7 1/2	—	5/16	Stringers in Hold	—	5/16	—
„ „ Side or Bilge	—	—	—	—	—	—	Deck, Lower	—	5/16	—
„ „ Number	2 1/2	2 1/2	6/16	2 1/2	2 1/2	6/16	Deck, Upper, how fastened to Beams	—	5/16	—

Transoms, material Iron or, if none, in what manner compensated for.  
 Knight-heads „ Ribs & Plating Bulkheads, N<sup>o</sup>. four Thickness of 1/16  
 Hawse Timbers „ Do - - - are they free from defects? „ how secured to the sides of the ship double ribs  
 „ size of vertical angle iron and their distance apart 2 1/2 by 2 1/4 & 5/16 2 of each part  
 The Frames or Ribs extend in one length from Keel to gunnel rivetted through plates with (5/8 in.) rivets, about (5 x 6) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from side to side to upper part of bilge  
 „ „ „ on the frames „ „ „ from middle line to upper part of bilge and in the Eng<sup>r</sup> Room by DK  
 Keelson, how are the various lengths of plates or angle irons connected? by angle irons above and below  
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (7/8 ins.) diameter averaging (2 1/2 in.) from centre to centre of rivet.  
 „ Edges from Garboards to upper part of bilge, worked carvel with a lining piece (— in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets.  
 „ Butts from Keel to turn of bilge, worked carvel with a lining piece (5/16) thick, double or single rivetted; rivets (1/4 in.) diameter, averaging (2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no  
 „ Edges from bilge to planksheer, worked carvel with a lining piece (5/16) thick, double or single rivetted; rivets (1/4 in.) diameter, averaging (2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? no  
 „ Butts from bilge to planksheers, worked carvel with a lining piece (5/16) thick, or clencher, double or single rivetted; rivets (1/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3 1/2) Breadth of laps in single rivetting (2 1/2)  
 Planksheer, how secured to the plating of the sides } Explain by sketch, }  
 Waterway „ „ planksheer and to the Beams } if necessary. } by screw bolts put in from above with nuts below.  
 Side trussing breadth and thickness of plates how secured? \_\_\_\_\_  
 Deck trussing „ „ ? three pairs of diagonal plates.  
 Deck Beams, how secured to the side? by knee plates  
 Hold or Lower Deck „ \_\_\_\_\_  
 Paddle „ „ by knees  
 No. of breasthooks cross plates crutches compensated how are pointers compensated? by ribs & plating  
 What description of iron is used for the angle iron and plate iron in the vessel? "M. M." Crown beam  
 Plates from Moore & Munday  
 None less than 9 feet

Builder's Signature  
Wm. Simpson & Co.  
Ben<sup>n</sup> Dickinson  
 IRON 436-0139

3011 Iron

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three 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? yes

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? solid single pieces

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? well and are the rivet holes well and sufficiently countersunk in the outer plate? well counter sunk

Are there any rivets which either break into or have been put through the seams or butts of the plating? none

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
1	Fore Sails, (Square)	Chain	250	13/16	Bower,	2	5.2.18
1	Fore Top Sails, (Square)	Hempen Stream Cable	60	11	Stream,	1	1.2.20
1	Stay foresail	Hawser <u>Manilla</u>	60	5	Kedge,	1	1.0.15
1	Fore Topmast Stay Sails,	Towlines	25	3			
1	Main Sails,	Warp	25	3			
1	Main Top Sails,	All of <u>best</u> quality.					
	<u>Thames &amp; Water Side.</u>						
	and <u>well found</u>						

Her Standing and Running Rigging is sufficient in size and good in quality.

She has 2 14 ft Long Boat and 16 ft by 5 x 6 ft by 249

The present state of the Windlass is efficiently Capstan — and Rudder efficiently Pumps efficiently

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

- DATES of Surveys held while building, as per Section 17.
- 1st. On the several parts of the frame, when in place, and before the plating was wrought during the
  - 2nd. On the plating during the progress of rivetting time while
  - 3rd. When the beams were in and fastened, and before the decks were laid Under Special Survey
  - 4th. When the ship was complete, and before the plating was finally coated —
  - 5th. After the ship was launched —

*This Vessel has been built under Special Survey. The Engines have been tried but it appears they are to be taken to pieces and she is to be sail'd out to her destination. —*

In what manner are the surfaces preserved from oxidation? by two coats of red lead outside and inside

I am of opinion this Vessel should be classed G. A. 1.

The amount of the Fee .....£ 2 : — : — is received by me,  
 Special .....£ 7 : — : —  
 Certificate (if required) .....£ — : 2 : 6

*Samuel Presious.*  
*to Grosvenor Place*

Committee's Minute 20<sup>th</sup> January 18 63

Character assigned 1 for 4 years

