

IRON SHIPS.

No. 3011 Survey held at Millwall London Date Decr 22^d 1862.
on the Steam Tug Prince Alfred Master Joseph B. Wells.
Tonnage Gross 140 Engine Room Register 83¹¹/₁₀₀ Built at London
When Built 1862 By whom built W. Simpson & Co. Owners Levi's Harbour Comp^y
Launched Nov^r 8th Port belonging to London Destined Voyage Africa C. G. Hope.
If Surveyed Afloat or in Dry Dock On the Slip Launched Nov^r 8th

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.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
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				
depth and thickness of Floor Plate at mid line	11	6 1/2	5/16	11	6 1/2	5/16				
depth and thickness of Floor Plate at Bilge Keelson	2 1/2			2 1/2	5/16					
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				
Frames, Size of Angle Iron, single or double	2 1/2	3	6/16	2 1/2	2 1/2	6/16				
Reversed Iron, to every frame or every frame	2 1/4	2 1/4	5/16	2 1/4	2 1/4	5/16				
Beams, Deck (N ^o . 29) double Angle Iron or Bulb Iron with double Angle Iron on top	5 in by 2 1/2	5/16		5 by 2 1/2	5/16					
depth & thickness of plate amidships	5	by 5/16								
double or single Angle Iron, on lower edge	3 feet			3 feet						
average space between										
if wood (N ^o .) sided & moulded										
Hold, or Lower Deck (N ^o .) double Angle Iron or Bulb Iron with double Angle Iron on top										
depth & thickness of plate amidships										
double or single Angle Iron, on lower edge										
average space between										
if wood (N ^o .) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate	12 by 1/16									
Engine	9	1/16								
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	8 by 5/16			7 1/4	5/16					
Side or Bilge	2 1/2	2 1/2	6/16	2 1/2	2 1/2	6/16				
Number										

Transoms, material Iron or, if none, in what manner compensated for.
Knight-heads Ribs & Plating Bulkheads, N^o. four Thickness of 1/16
Hawse Timbers Do - - - are they free from defects? no how secured to the sides of the ship double ribs
size of vertical angle iron and their distance apart 2 1/4 by 2 1/4 & 5/16 2 ft 6 in apart
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^r Room to 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 (1/4 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? three pairs of diagonal plates.
Deck trussing " " " by knee plates
Deck Beams, how secured to the side? by knee plates
Hold or Lower Deck " by knees
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 & Munro
None less than 9 feet

Builder's Signature

Wm. Simpson & Co.
Benⁿ Beithson

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 ^o .				Fathoms.		Inches.			N ^o .	Weight.
Single Sails	1	Fore Sails, (Square)	Chain	250	13 1/2	3/4		Bower,	2	5.2.18
	1	Fore Top Sails, (Square)	Hempen Stream Cable	60	11					5.2.7
	1	Stay foresail	Hawser <u>manilla</u>	60	5			Stream,	1	1.2.20
	1	Fore Topmast Stay Sails,	Towlines	25	3					
	1	Main Sails,	Warp	25	3			Kedge,	1	1.0.15
		<u>Fore Topmast Stay Sails,</u>	All of <u>best</u> quality.							
		<u>Main Top Sails,</u>								
		<u>Three & outer side.</u>								
		and <u>well found</u>								

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

She has 14 ft Long Boat and 16 ft by 5 x 6 by 2 1/2

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

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	<u>during the</u>
	2nd.	On the plating during the progress of rivetting	<u>time while</u>
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>under Special Survey</u>
	4th.	When the ship was complete, and before the plating was finally coated	<u>—</u>
	5th.	After the ship was launched	<u>—</u>

*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

Committee's Minute 20th January 18 63

Character assigned — 1 for 4 years

Samuel Presious.



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Foundation