

IRON SHIPS.

Request for S. N. 254
2008 Survey held at Newfrew Date 25th Sept 1883
the S. S. Alexandra Master Partridge
Tonnage Gross 349.38 Engine Room 10.10 Register 273.28 Built at Newfrew
When Built 1883 By whom built Messrs Henderson Coulburn & Co Owners J. H. Welch
Launched from Newfrew
Port belonging to London Destined Voyage Australia
If Surveyed Afloat or in Dry Dock where built or disd

Length aloft	Feet. Inches.	Extreme Breadth....	Feet. Inches.	Depth from top of Upper Deck } Feet. Inches.	Beam to top of Floor.....	Power of Engines....	Horse No.
165		24	6	12			90

	Inches in Ship.			Inches required per Rule.				Inches. 16ths. required required			Inches. 16ths. required required		
	In Ship.	In Ship.	16ths In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.		In Ship.	In Ship.	16ths In Ship.	Inches. required per Rule.	Inches. required per Rule.	16ths required per Rule.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	10			10			Stem, if bar iron, moulding and thickness	6	2 1/2	0 1/2	2 1/2		
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate.....	3 1/2	2 1/2	9/10	3 1/2	2 1/2	9/10	„ if plate iron, breadth and thickness	„	„	„	„	„	„
„ depth and thickness of Floor Plate at mid line	13		11/16	12		11/16	Stern-post, if bar iron, moulding and thickness	9/2	4	0 1/2	4 1/2		
„ depth and thickness of Floor Plate at Bilge Keelson	10		11/16	3 1/2		11/16	„ „ if plate iron, breadth and thickness	„	„	„	„	„	„
„ Size of Reversed Angle Iron, and No. / at top of Floor Plate..	2 1/2	2 1/2	4/6	3 1/2	3 1/2	5/6	Keel, if bar iron, depth and thickness.....	6	2 1/2	0 1/2	2 1/2		
Frames, Size of Angle Iron, single or double..	3 1/2	2 1/2	6/6	3 1/2	3 1/2	5/6	„ if plate iron, breadth and thickness	„	„	„	„	„	„
„ „ Reversed Iron, if to every frame of Bilges or every other frame.....	to the upper part			to the lower all			Garboard Plates, thickness..	9/2		9/2			
Beams, Deck (N°. 55) double Angle Iron or Bulb Iron with double Angle Iron on top	„	„	„	„	„	„	From Garboard to upper part of Bilge.....	8/2		8/2			
„ „ depth & thickness of plate amidships	0		2/10	0		2/10	From upper part of Bilge to Sheerstrakes.....	7/2		7/2			
„ „ double or single Angle Iron, on lower edge	2 1/2	2	9/10	2 1/2	2	9/10	Sheerstrakes	10/2	2 1/2	2 1/2			
„ „ average space between	3 feet			3 feet			Breadth & thickness of Butt Straps to outside plating	10/2	9/2	9/2			
„ „ if wood (N°.) sided & moulded							Planksheers	from bulwarks					
„ Hold, or Lower Deck (N°.) double Angle Iron or Bulb Iron with double Angle Iron on top	None						Gunwale Plate or Stringer on ends of Up. Dk Beams	18	1/10	1/10	1/10		
„ „ depth & thickness of plate amidships	„	„	„	„	„	„	Angle Iron on ditto.....	4	3 1/10	3 1/10	2 1/2		
„ „ double or single Angle Iron, on lower edge	„	„	„	„	„	„	Waterway	„	„	„	„	„	
„ „ average space between	„	„	„	„	„	„	Deck.....	3		3			
„ „ if wood (N°.) sided & moulded	„	„	„	„	„	„	Ceiling in Hold	„	„	„	„	„	
„ Paddle, wood, sided and moulded or if Iron, size of Plate	„	„	„	„	„	„	Ceiling betwixt Decks	„	„	„	„	„	
„ Engine „ „ „	„	„	„	„	„	„	Beam Clamps	„	„	„	„	„	
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	8 1/2	9/10	1/10	3 1/2	2 1/2	9/10	„ Shelf	„	„	„	„	„	
„ Side or Bilge	4	3	1/10	3 1/2	2 1/2	9/10	„ Stringer Plates on ends of Hold or Lower Dk Beams	„	„	„	„	„	
„ Number	One			One			Ceiling between Decks	„	„	„	„	„	
							Stringer or Tie Plates outside Hatchways	9	1/10	9	1/10		
							Deck Beam Clamps	9	1/10	9	1/10		
							„ „ Shelf	„	„	„	„	„	
							Stringers in Hold	4	3/10	3 1/2	2 1/2		
							Deck, Lower	„	„	„	„	„	
							Deck, Upper, how fastened to Beams	„	„	„	„	„	

Transoms, material iron plate or, if none, in what manner compensated for.
 Knight-heads „ iron frames } are they free from defects?
 Bulkheads, N^o. four Thickness of 7/8
 Hawse Timbers „ „ how secured to the sides of the ship riveted between two

The Frames or Ribs extend in one length from middle line to gunwall rivetted through plates with ($\frac{3}{4}$ in.) rivets, about (6) apart.

The reverse angle irons on the floors extend in one length across the middle line from upper part of Bilge to dunn

on the frames from midddle line to down all

Plates: Corrugated, double or single rivetted to keel & at upper edge with rivets ($1\frac{1}{2}$ ins.) diameter averaging ($\frac{3}{4}$ in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked ~~carvel~~ with a ~~living piece~~ (in.) ~~thick~~, or clencher, double ~~or single~~ rivetted ; rivets (~~3~~ in.)

diameter, averaging (3 ins.) from centre to centre of rivets.

„ Butts from Keel to turn of bilge, worked carvel with a lining piece $\frac{1}{8}$ thick, double or single rivetted; rivets $\frac{3}{4}$ in. diameter.

averaging (3 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 ~~double~~ with a lining piece () ~~lark~~, double or single riveted, rivets ($\frac{1}{2}$ in.) diameter, averaging (1 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *Yes*

Butts from bilge to planksheers, worked carvel with a lining piece $\frac{1}{2}$ in. thick, ~~or~~ ^{or} ~~elepher~~ ^{elephant}, double ~~or~~ ^{or} single rivetted; rivets ($\frac{3}{4}$ in.) diameter

averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting $\frac{3}{8} \times \frac{11}{16} = 2 \frac{1}{8}$ Breadth of laps in single rivetting $\frac{3}{8} \times \frac{11}{16} = 2 \frac{1}{8}$

Planksheer, how secured to the plating of the sides { Explain by sketch, } *See below art 15*

Waterway	"	"	planksheer and to the Beams (if necessary.	Screw Bolts and nuts
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Side trussing _____ breadth and thickness of plates _____ now secured: _____
Deck trussing _____

Deck Beams, how secured to the side? *Nine plates riveted to beams and frames*

Hold or Lower Deck „

[illegible]

No. of breasthooks Three crutches Three how are pointers compensated? Round & plain and all strings cut run

What additional iron is used for the anchor and plate iron in the vessel? 4" x 4" x 1/2" Plate Builder's Signature _____

What description of iron is used for the angle iron and plate iron in the vessel? Mild steel

J. Mendelson, Portland

IRON 436-0209

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 rivette

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? *Yes*

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

Are there any rivets which either break into or have been put through the seams or butts of the plating? *a few in corners of B*

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.
	Fore Sails,	Chain <i>Tested 28 fms</i>	180	1 1/2		1 15.0
	Fore Top Sails,	Hempen Stream Cable	90	1 1/4		2 10.0
	Fore Topmast Stay Sails,	Hawser <i>to ham</i>	60	3/4		1 8.2
	Main Sails,	Towlines	90	3 1/2		1 2.2
	Main Top Sails,	Warp	90	3		1 1.3
	and	All of <i>good</i> quality.				

Her Standing and Running Rigging *Yale's Main & Lump* sufficient in size and *good* in quality.

She has *one life boat* *long boat* and *one launch & life boat*

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

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

- 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under special*
- 2nd. On the plating during the progress of rivetting *survey and seen on the following*
- 3rd. When the beams were in and fastened, and before the decks were laid *Sept. 1st 10th 19th 30th Oct 1st*
- 4th. When the ship was complete, and before the plating was finally coated *4th 24th Nov 5th 13th 18th 24th 29th*
- 5th. After the ship was launched *Dec 8th 12th Jan 9th 10th 21st 31st Feb 19th 1863.*

This vessel is fitted as sanctioned by Secretary's letter of the 30th August 1862. viz. Sheerstroke extended two feet above the Gunwale Plate 1/20 thick and the Butt straps extended over two beams; an extra Stinger fitted about four feet below Deck Beams joined by a Bolt 6in x 9/16 and two angle runs 5 x 3 x 9/16

In what manner are the surfaces preserved from oxidation? *Engine & Boiler spaces cemented to turn of Bilge*

all iron work outside and inside 3 coats of Oxide Iron paint

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

The amount of the Fee£ 4 : 0 : 0 is received by me,

Special£ 17 : 9 : 0

Certificate (if required)£ *Gratis*

Committee's Minute *13th March* 1862.

Character assigned *Δ 1 for G Yes*

She appears eligible for Classification as recommended if the Committee are satisfied with the Anchors