

IRON SHIPS.

3580

Request for No. 254

Reg 9/3/69

2008 Survey held at Penfrew Date 25th Sept 1863
 the S.S. Alexander Master Partridge
 Tonnage Gross 349.38 Engine Room 70.10 Register 273.28 Built at Penfrew
 then Built 1863 By whom built Wenderson Coulbourn & Co Owners J. H. Welch
 Launched from London Destined Voyage Custralia
 Port belonging to _____
 If Surveyed Afloat or in Dry Dock while building

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.
168		24	6	12		90	

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.		Inches required per Rule.		Stem, if bar iron, moulding and thickness	Inches. 16ths required per Rule.	
	In Ship.	In Ship.	Inches.	Inches.		In Ship.	Inches.
18	18		18		6	2 1/2	0 1/2
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3/2	2 1/2	4/0	3 1/2	2 1/2	9/0	
depth and thickness of Floor Plate at mid line	13		11 1/2	12		11 1/2	
depth and thickness of Floor Plate at Bilge Keelson	10		11 1/2	11 1/2		11 1/2	
Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/2	4/6	3 1/2	2 1/2	9/6	
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	4/6	3 1/2	2 1/2	9/6	
Reversed Iron, if to every frame	to the upper part						
Bilges on every side frame	to the gunwale						
Beams, Deck (No. 55) double Angle Iron or Bulb Iron with double Angle Iron on top							
depth & thickness of plate amidships	0		2/0	0		2/0	
double or single Angle Iron, on lower edge	2 1/2	2	4/0	2 1/2	2	4/0	
average space between	3 feet						
if wood (No.) sided & moulded							
Hold, or Lower Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top	None						
depth & thickness of plate amidships							
double or single Angle Iron, on lower edge							
average space between							
if wood (No.) sided & moulded							
Paddle, wood, sided and moulded or if Iron, size of Plate							
Engine							
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	Two angle plates						
Side or Bilge	4	3	11 1/2	3 1/2	2 1/2	9/0	
Number	One						

Stem, if bar iron, moulding and thickness	Inches. 16ths required per Rule.		Description of Iron.
	In Ship.	Inches.	
6	2 1/2	0 1/2	
Stern-post, if bar iron, moulding and thickness	4 1/2	4	0 1/2
if plate iron, breadth and thickness			
Keel, if bar iron, depth and thickness	6	2 1/2	0 1/2
if plate iron, breadth and thickness			
Garboard Plates, thickness			9/0
From Garboard to upper part of Bilge			8/0
From upper part of Bilge to Sheerstrakes			7/0
Sheerstrakes	10	9 1/2	0 1/2
Breadth & thickness of Butt Straps to outside plating	1 1/2	10	9 1/2
Planksheers			Iron bulwarks
Gunwale Plate or Stringer on ends of Up. Dk Beams	18	11 1/2	11 1/2
Angle Iron on ditto	4	3 1/2	3 1/2
Waterway			Letch Pine
Deck			Yellow Pine 3
Ceiling in Hold			Red Pine 2
Ceiling betwixt Decks			Balanced
Beam Clamps			
Shelf			
Stringer Plates on ends of Hold or Lower Dk Beams			
Ceiling between Decks			
Stringer or Tie Plates outside Hatchways	9	11 1/2	9 1/2
Deck Beam Clamps	9	11 1/2	9 1/2
Shelf			
Stringers in Hold	4	3 1/2	3 1/2
Deck, Lower			
Deck, Upper, how fastened to Beams	Nuts and Screws		

Transoms, material any plan or if none, in what manner compensated for.

Knight-heads iron frames Bulkheads, No. four Thickness of 7/10

Hawse Timbers --- are they free from defects? --- how secured to the sides of the ship riveted between two frames

The Frames or Ribs extend in one length from middle line to gunwale rivetted through plates with (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 ditto

on the frames --- from middle line to gunwale

Keelson, how are the various lengths of plates or angle irons connected? by lining pieces

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/2 ins.) diameter averaging (3 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 (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/2 thick, double or single rivetted; rivets (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 carvel with a lining piece (---) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 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 (1 1/2 thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5 lines) Breadth of laps in single rivetting (3 lines)

Planksheer, how secured to the plating of the sides { Explain by sketch, if necessary. } iron bulwarks

Waterway --- planksheer and to the Beams { Screw bolts and nuts }

Side trussing --- breadth and thickness of plates --- how secured? ---

Deck trussing --- --- Diagonal tie plates from gunwale to ditto

Deck Beams, how secured to the side? None plates rivetted to beams and frames

Hold or Lower Deck ---

Paddle ---

No. of breasthooks Five crutches Five how are pointers compensated? Round stern and all stringers run through

What description of iron is used for the angle iron and plate iron in the vessel? Middlesbrough Builder's Signature Wenderson Coulbourn & Co

Workmanship.

Are the lands or laps of the clenwork 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 <u>Fitted 28 fms.</u>	<u>180</u>	<u>1 1/2</u>	Bower,	<u>1</u>	<u>15.0</u>
	Fore Top Sails,	Hempen Stream Cable	<u>90</u>	<u>1 1/4</u>	Stream,	<u>2</u>	<u>10.0</u>
	Fore Topmast Stay Sails,	Hawser <u>to ham</u>	<u>60</u>	<u>3/4</u>	Kedge,	<u>1</u>	<u>8.2</u>
	Main Sails,	Towlines	<u>90</u>	<u>3 1/2</u>			
	Main Top Sails,	Warp	<u>90</u>	<u>3</u>			
	and	All of <u>good</u> 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 cutter & 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 7th 10th 13th 18th 24th 29th
- 5th. After the ship was launched Dec. 8th 12th Jan. 9th 10th 21st 31st Feb. 19th 1853.

This vessel is fitted as sanctioned by Secretary's letter of the 30th August 1852. viz. Sheerstroke extended two feet above the Gunwall Plate 1/20 thick and the Butt straps extended over two beams; an extra stinger fitted about four feet below Deck Beams formed by a Bull head 6m 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 connected to turn of Bilge all box 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 1852.

Character assigned Δ 1 for G Yes

[Handwritten signatures and stamps]

W. Darling

Transd 12/63

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

