

# IRON SHIPS.

No 1576/63

1767 Survey held at Belfast Date 6<sup>th</sup> June 1863

the Iron Ship "Alexandra" Master J Sharp

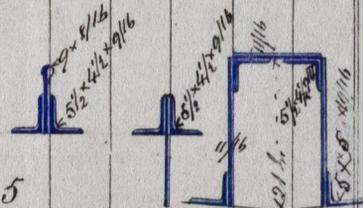
tonnage Gross 1351 - 84 Engine Room - Register - Built at Belfast Launched 7<sup>th</sup> April

When Built 1863 By whom built Harland & Wolff Owners G. & J. Brocklebank

It belonging to Liverpool Destined Voyage Calcutta via Liverpool

Surveyed Afloat or in Dry Dock Specially Surveyed while Building

	Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor.....	Feet.	Inches.	Power of Engines....	Horse No.
Length aloft .....	231	6	36	6		23	11		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	18		18						
Stem, if bar iron, moulding and thickness " if plate iron, breadth and thickness	12	2 1/2	9	3					
Stern-post, if bar iron, moulding and thickness " " if plate iron, breadth and thickness	9	3	9	3					
Keel, if bar iron, depth and thickness " if plate iron, breadth and thickness	12	2 1/2	9	3					
Garboard Plates, thickness From Garboard to upper part of Bilge From upper part of Bilge to Sheerstrakes	15/16		15/16		Description of Iron. Staffordshire				
Sheerstrakes	13/16		13/16		"				
Breadth & thickness of Butt Straps to outside plating	8, 10, 12	11, 13, 15	16, 18, 16		"				
Planksheers	24		24		Material.				
Gunwale Plate or Stringer on ends of Up. Dk Beams	24	11/16	24	11/16	"				
Angle Iron on ditto	5 1/2	9/16	5 1/2	9/16	"				
Waterway	14 1/2		14		"				
Deck	Yellow Pine		Yellow Pine		"				
Ceiling in Hold	2 1/2		2 1/2		"				
Ceiling betwixt Decks	2 1/2		2 1/2		"				
Beam Clamps	27		27		"				
" Shelf	27		27		"				
" Stringer Plates on ends of Hold or Lower Dk Beams	27	11/16	27	11/16	"				
Ceiling between Decks	2 1/2		2 1/2		"				
Stringer or Tie Plates outside Hatchways	13	11/16	13	11/16	"				
Deck Beam Clamps	5 1/2		5 1/2		"				
" Shelf	5 1/2		5 1/2		"				
Stringers in Hold	5 1/2	9/16	5 1/2	9/16	"				
Deck, Lower	Yellow Pine		Yellow Pine		"				
Deck, Upper, how fastened to Beams	Screw bolts with nuts								



Transoms, material \_\_\_\_\_ or, if none, in what manner compensated for.

Knight-heads \_\_\_\_\_ Bulkheads, N<sup>o</sup> 4 to main Deck Thickness of 1/16

Hawse Timbers \_\_\_\_\_ are they free from defects? \_\_\_\_\_ how secured to the sides of the ship knitted between two frames

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (1/8 in.) rivets, about (4) apart.

The reverse angle irons on the floors extend in one length across the middle line from 2 1/2 to 4 1/2 feet in to each side alternately to hold Beams Stringers

" " " on the frames " " " from to to to

Keelson, how are the various lengths of plates or angle irons connected? With butt straps

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

" Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 ins.) from centre to centre of rivets.

" Butts from Keel to turn of bilge, worked carvel with a lining piece (3/8 to 1/2) thick, double or single rivetted; rivets (7/8 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? alternately

" Edges from bilge to planksheer, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (7/8 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? alternately

" Butts from bilge to planksheers, worked carvel with a lining piece (1/2 to 3/4) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (4)

Planksheer, how secured to the plating of the sides { Explain by sketch, }

Waterway " " planksheer and to the Beams { if necessary. }

Side trussing \_\_\_\_\_ breadth and thickness of plates \_\_\_\_\_ how secured?

Deck trussing Plates 13 x 1 1/16 in Rivetted to Beams & Stringers

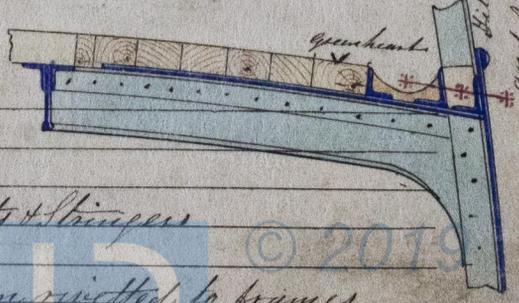
Deck Beams, how secured to the side? One plate welded, and rivetted to frames

Hold or Lower Deck " The same as above, and diagonal trussing to masts & stringers

Paddle " " \_\_\_\_\_

No. of breasthooks 4 crutches 3 how are pointers compensated? By plate screw rivetted to frames

What description of iron is used for the angle iron and plate iron in the vessel? Staffordshire Builder's Signature Harland & Wolff



Billed in with Portland Cement and painted inside

Lloyd's Register  
Foundation

3184  
**Workmanship.** Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in de riveted 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? Filled in solid  
 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

Her Masts, Yards, &c., are in \_\_\_\_\_ 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> .	Wei	
	Fore Sails,	<i>Tested at the Works to 63 3/4</i>		<i>Wrotmans Patent</i>		
	Fore Top Sails,	Chain	300	1 3/8	Bower, <i>Proved to 32 tons</i> 1 35	
	Fore Topmast Stay Sails,	<i>Wanille</i>		" " 3 1/2 "	1 41	
	Main Sails,	Hempen Stream Cable	90	11 1/2	" " 3 1/2 "	1 41
	Main Top Sails,	Stream Chain	90	8 1/2	Stream, .....	1 14
	and	Hawser	90		Kedge, .....	1 6.2
		Towlines				1 3.1
		Warp				
		All of _____ quality.				

Her Standing and Running Rigging is found to be sufficient in size and Good in quality.

She has One Long Boat and Three others, Good

The present state of the Windlass is Good with Capstan is Good and Rudder Good Pumps Good

**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.	2nd.	3rd.	4th.	5th.
	On the several parts of the frame, when in place, and before the plating was wrought	<u>October 25<sup>th</sup> 1862</u>			
	On the plating during the progress of rivetting	<u>November 28<sup>th</sup> "</u>			
	When the beams were in and fastened, and before the decks were laid	<u>October 25<sup>th</sup> "</u>			
	When the ship was complete, and before the plating was finally coated	<u>Decr 22<sup>nd</sup> "</u>			
	After the ship was launched	<u>June 4<sup>th</sup> 1862</u>			

*This Vessel has a box keelson, at middle line 21 x 13 x 1 1/16 in tapering to 12 x 1 1/16 in at ends. Ridge keelson built Iron 9 x 8 1/16 in rivetted between two bars of angle Iron 5 1/2 x 4 1/2 x 9 1/16 in for 127 feet on each side amidships, and from thence, angle Iron rivetted back to back to the ends, a keelson about midway between the middle line keelson, and the bilge keelson. Two angle Irons 5 1/2 x 4 1/2 x 9 1/16 in all fore and aft, with wash plates 9 1/16 in rivetted between 110 feet on each side amidships. An additional stringer to main deck 14 1/2 feet 1 1/16 in on each side amidships, tapering to 8 in at ends. Six diagonal plates 13 x 1 1/16 across main deck rivetted to beams and stringers.*

In what manner are the surfaces preserved from oxidation? The flat of floor, inside, to round the turn of bilge, all fore and aft is covered with Portland Cement, above this, together with the entire outside of hull, is coated with a mixture of Red & White lead paint.  
 I am of opinion this Vessel should be classed 12 A

The amount of the Fee ..... £ 5 : : is received by me, Wm Linton

June 11/63 Special ..... £ 67 : 11 : 6

Certificate (if required) ..... £ 2 : 11 : 6

Committee's Minute 16<sup>th</sup> June 1863

Character assigned for 12 Years June 15/63

*This sailing ship, of Iron, appears eligible for Classification as recommended*

