

IRON SHIPS.

Rev 15/6/63

18 1/2

1761 Survey held at Belfast

Date 6 June

the Iron Ship "Alexandra"

Master J Sharp

Age Gross 1351- 84 Engine Room

Register

Built at Belfast Launched 7th April

en Built 1863

By whom built

Harland & Wolff

Owners L. & J. Brocklebank

belonging to Liverpool

Destined Voyage Calcutta via Liverpool

Surveyed Afloat or in Dry Dock Specially Surveyed while Building

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.		Horse No.		
Length aloft		231	6	Extreme Breadth....		36	6	Depth from top of Upper Deck		23	11	Power of Engines....		—
Beam to top of Floor		23	11											
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft		18		Inches required per Rule.		18								
Stem, if bar iron, moulding and thickness		12		2 1/2		9		3						
,, if plate iron, breadth and thickness		8		2 1/2		9		3						
Stern-post, if bar iron, moulding and thickness		9		3		9		3						
,, if plate iron, breadth and thickness		12		2 1/2		9		3						
Keel, if bar iron, depth and thickness		12		2 1/2		9		3						
,, if plate iron, breadth and thickness														
Garboard Plates, thickness		15/16				15/16								
From Garboard to upper part of Bilge		13/16				13/16								
From upper part of Bilge to Sheerstrakes		11/16				11/16								
Sheerstrakes		13/16				13/16								
Breadth & thickness of Butt Straps to outside plating		8, 10, 12, 14, 16, 18				8, 10, 12, 14, 16, 18								
Planksheers		24		11/16		24		11/16						
Gunwale Plate or Stringer on ends of Up. Dk Beams		5 1/4		9/16		5 1/4		9/16						
Angle Iron on ditto		4 1/2				4 1/2								
Waterway		4 1/2				4 1/2								
Deck		4 1/2				4 1/2								
Ceiling in Hold		2 1/2				2 1/2								
Ceiling betwixt Decks		2 1/2				2 1/2								
Beam Clamps		2 1/2				2 1/2								
,, Shelf		2 1/2				2 1/2								
,, Stringer Plates on ends of Hold or Lower Dk Beams		24		11/16		24		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		2 1/2				2 1/2								
,, Shelf		2 1/2				2 1/2								
Stringers in Hold		5 1/4		9/16		5 1/4		9/16						
Deck, Lower		5 1/4		9/16		5 1/4		9/16						
Deck, Upper, how fastened to Beams														

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

Knight-heads are they free from defects?

Bulkheads, No 4 to main Deck Thickness of 1/16

Hawse Timbers how secured to the sides of the ship

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 on to each side alternately to hold Beams Stringers

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 (in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 in.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (3 1/2 in.) 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

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

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 1/2 in Rivetted to Beams & Stringers?

Deck Beams, how secured to the side? With plates rivetted, 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 iron 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

IRON 436-0321

Workmanship.

Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets where single rivetting is admitted? *Yes*
 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 ^o .		Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,			<i>Swanwick</i> Chain 300	<i>Swanwick</i> Bower, <i>Proved to 32 tons</i>	1 35
	Fore Top Sails,			<i>Swanwick</i> Hempen Stream Cable 90	" " 36 1/2 "	1 41
	Fore Topmast Stay Sails,			<i>Swanwick</i> Hawser 90	" " 36 1/2 "	1 41
	Main Sails,			Towlines 90	Stream,	1 14
	Main Top Sails,			Warp	Kedge,	1 6.2
	and			All of <i>X</i> quality.		1 3.1

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. On the several parts of the frame, when in place, and before the plating was wrought	<i>October 25th 1862</i>
	2nd. On the plating during the progress of rivetting	<i>November 28th "</i>
	3rd. When the beams were in and fastened, and before the decks were laid	<i>October 25th "</i>
	4th. When the ship was complete, and before the plating was finally coated	<i>Decr 22nd "</i>
	5th. After the ship was launched	<i>June 4th 1863</i>

This Vessel has a bar 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 irons 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 in 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, *W. Linton*

June 11/63 Special £ 67 : 11 : 6

Certificate (if required) £ 2 : 11 : 6

Committee's Minute *16th June* 18*63*

Character assigned *Δ for 12 Years*

This Sailing Ship, of 500 tons, appears eligible for Classification as recommended

June 15/63



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