

# IRON SHIPS.

Survey held at London Date July 1<sup>st</sup> to Aug 14<sup>th</sup> 1863  
 the 3 Masted Schooner "Alexandra" Master Wm Russell  
 Tonnage Gross 112 Engine Room 194 Register 618 Built at London  
 Launched 1863 By whom built Thames Iron Works Owners Lon. & Med. S. N. Coy.  
 Port belonging to London Destined Voyage Mediterranean  
 Surveyed Afloat or in Dry Dock on the Stocks & East India London Dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
225	2	5	30	3	0	18	1	10	150	
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	4 1/2	3	8 1/2	4 1/2	3	8 1/2	3	8 1/2	3	8 1/2
depth and thickness of Floor Plate at mid line	19 1/2	-	9 1/2	18	-	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
depth and thickness of Floor Plate at Bilge Keelson	4 1/2	-	9 1/2	4 1/2	-	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Size of Reversed Angle Iron, and No. 1 at top of Floor Plate	3	3	7 1/2	3	3	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Frames, Size of Angle Iron, single or double	4 1/2	3	8 1/2	4 1/2	3	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Reversed Iron, to every frame	3	3	7 1/2	3	3	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Lower deck every other frame	3	3	7 1/2	3	3	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Beams, Deck (No. 36) double Angle Iron or Bulb Iron with double Angle Iron on top	7	-	7 1/2	7 1/2	-	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
12 Quarter deck beams	3	2 1/2	6 1/2	3	2 1/4	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
depth & thickness of plate amidships	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches
double or single Angle Iron, on lower edge	3	2 1/2	6 1/2	3	2 1/4	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
12 Forecastle beams	7	-	7 1/2	7 1/2	-	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
average space between	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches
if wood (No. ) sided & moulded	7	-	7 1/2	7 1/2	-	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Hold, or Lower Deck (No. 30) double Angle Iron or Bulb Iron with double Angle Iron on top	7	-	7 1/2	7 1/2	-	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
depth & thickness of plate amidships	3	2 1/2	6 1/2	3	2 1/4	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
double or single Angle Iron, on lower edge	3	2 1/2	6 1/2	3	2 1/4	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
average space between	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches	42 inches
if wood (No. ) sided & moulded	7	-	7 1/2	7 1/2	-	7 1/2	7 1/2	7 1/2	7 1/2	7 1/2
Paddle, wood, sided and moulded or if Iron, size of Plate	none	none	none	none	none	none	none	none	none	none
Engine	none	none	none	none	none	none	none	none	none	none
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2	3 x 4 x 8 1/2
Side or Bilge	double angle iron	double angle iron	double angle iron	double angle iron	double angle iron	double angle iron	double angle iron	double angle iron	double angle iron	double angle iron
Number	2 pairs	2 pairs	2 pairs	2 pairs	2 pairs	2 pairs	2 pairs	2 pairs	2 pairs	2 pairs

Transoms, material iron or, if none, in what manner compensated for.  
 Knight-heads E Oak Bulkheads, No. 6 Thickness of 1/2  
 Hawse Timbers Eng. Oak are they free from defects? yes  
 how secured to the sides of the ship outside plates doubled  
 size of vertical angle iron and their distance apart 3 x 3 x 1/2 x 2' 6" apart  
 The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.  
 The reverse angle irons on the floors extend in one length across the middle line from Bilge to Middle line  
 on the frames yes from centre line to gunwale & above Hold beams alternately  
 Keelson, how are the various lengths of plates or angle irons connected? by Butt straps and angle irons properly shifted  
 Plates, Garboard, double single rivetted to keel & at upper edge, with rivets (3/4 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 in.) thick, or clencher, double or single rivetted; rivets (3/4 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 (1 1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes  
 Edges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double or single rivetted; rivets (3/4 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? Yes  
 Butts from bilge to planksheers, worked carvel with a lining piece (9/16 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4 in.) Breadth of laps in single rivetting (2 1/2 in.)  
 Planksheer, how secured to the plating of the sides { Explain by sketch, }  
 Waterway none planksheer and to the Beams { if necessary. }  
 Side trussing none breadth and thickness of plates none how secured? none  
 Deck trussing none diagonal plates 11 1/4 x 9 1/2  
 Deck Beams, how secured to the side? by knee plates & angle iron on beam stringers  
 Hold or Lower Deck by knee plates & angle iron on beam stringers  
 Paddle none  
 No. of breasthooks 4 crutches 3 how are pointers compensated? not required  
 What description of iron is used for the angle iron and plate iron in the vessel? Thames Iron Works Builder's Signature John Ford



3241 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? Single piece  
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 good condition, and sufficient in size and length.  
She has SAILS.

1 suit and half  
and

N<sup>o</sup>.  
Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

CABLES, &c.			
	Tons	Fathoms.	Inches.
Chain <u>proof strain</u> <u>37 1/2</u>	270	17 1/2	
Hempen Stream Cable			
Hawser <u>proof strain</u> <u>13 3/4</u>	90	7 1/8	
Towlines	90	8	
Warp	90	6 1/2	
All of <u>good</u> quality.			

ANCHORS, and their weights.

	Tons	No.	Weight
<u>proof strain</u> <u>21-19</u>	21-19	3	21-19
Stream,	10-16	1	8-2
Kedge,	6-18	1	4-1

Her Standing and Running Rigging wire & hemp sufficient in size and good in quality.

She has one Long Boat and four others  
The present state of the Windlass is good and Rudder good. Pumps 4 - 7 in & one worked by

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
  - 2nd. On the plating during the progress of rivetting
  - 3rd. When the beams were in and fastened, and before the decks were laid
  - 4th. When the ship was complete, and before the plating was finally coated
  - 5th. After the ship was launched

There was no order given for the Survey of this Vessel until two days previous to her being launched —  
She is  $4\frac{1}{2}$  times her breadth and  $12\frac{1}{2}$  times her depth for length, which is compensated for by a doubling plate on the Sheer Strake  $9\frac{1}{16}$  by  $18$  in extending from the Forecastle to the Quarter Deck — and by an extra breadth of upper deck stringer plate which is  $3$  in  $6$  wide against  $21$  in required by rule; Her shell plating is 10 feet long and as far as we were able to examine her she appeared to be well built. Her scantlings are equal to the requirements of the 9 Years A Class.

Under the circumstances as shewn by the Builders we beg respectfully to recommend her to the favourable consideration of the Committee for the Class recommended.

In what manner are the surfaces preserved from oxidation? Bottom to upper turn of Bilge Asphaltered

We are May  
In opinion this Vessel should be classed 9 A 1  
The amount of the Fee .....£ 5 : - : - is received by me,  
Special .....£ 7 : 7 : 0  
Certificate (if required) .....£ : - : -

B. Weymouth  
Hornick

Committee's Minute 3 September 18 63

Character assigned A 1 for 9 Years

I am of opinion this Vessel is eligible for the 9 A 1 Class  
2<sup>nd</sup> Sept 1863 J. R.



Lloyd's Register Foundation