Aberdeen 2622

Rec 24/9/68

COMPOSITE SHIP.

No. 2424 *Survey held at* Aberdeen *Date* Sept^r 17^th 18 68

on the Ship Thermopylae *Master* W^m Edward

Tonnage under tonnage deck	Forecastle [illegible]	
Ditto of poop x *or spar deck*	44	
Ditto of engine room	—	
Gross tonnage	664	
Total Register tonnage	947	

Built at Aberdeen *When built* 1868 *Launched* Aug^st 1868

By whom built W^m Hood & C^o *Owners* G Thompson Jun^r & C^o

Port belonging to Aberdeen *Destined Voyage* Melbourne

If Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length aloft	Feet 210	Inches –	Extreme Breadth	Feet 36	Inches –	Depth from top of Upper Deck Beam to top of Floor	Feet 21	Inches –	Power of Engines	Horse –	N°. of Decks	One

(Dimensions of Ship per Register, length — breadth — depth —)

	Inches in Ship.	Inches required per Rule. tons Scale.
Keel, siding and moulding	15½ by 21	15½ 17
„ plate, breadth and thickness	31 × ¾	31 × ¾
Stem, siding and moulding	15½ × 20	15½ × 17
Fore deadwood plate, breadth and thickness	15½ × ¾	15½ × ¾
Stern-post, siding and moulding	15½ × 20	15½ × 17
After deadwood plate, breadth and thickness	15½ × ¾	15½ × ¾
Distance of Frames from moulding edge to moulding edge, all fore and aft	18 – –	18 – –

	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	In. req'd per Rule	In. req'd per Rule	16's req'd per Rule to as Scale.
Frames, Size of Angle Iron, single or double	3½	4½	5/8	3½	4½	9/16
„ „ Reversed Iron, if to every frame or every – – frame	3	3¼	8/16	3	3¼	7/16
Floors, depth and thickness of Floor Plate at Mid line	24	–	5/8	24	–	5/8
„ Ditto ditto at Bilge Keelson	7	–	–	–	–	–
„ Size of Reversed Angle Iron, and N°. two at top of Floor Plate	3	3¼	7/16	3	3¼	7/16
„ If of Wood, siding & mould'g, at Mid. line	–	–	–	–	–	–
Beams, Deck (N°. 42) double Angle Iron, Plate, Tee, or Bulb Iron	8½	–	9/16	8½	–	9/16
„ „ double ~~or single~~ Angle Iron, on upper edge	3	3	8/16	3	3	6/16
„ „ average space between	54	–	–	54	–	–
„ Hold, or Lower Deck (N°. 41) double ~~Angle, Tee, Plate, or Bulb Iron~~	9	–	5/8	8¾	–	9/16
„ „ double ~~or single~~ Angle Iron on upper edge	3	3½	8/16	3	3½	7/16
„ „ average space between	54	–	–	54	–	–
Keelson, single ~~or double~~ plate, ~~box, or intercostal~~						
„ Size of Plates	16	–	¾	16	–	¾
„ Size of Angle Irons	4	5	9/16	4	5	9/16
„ If of Wood, ~~siding~~ and moulding	–	–	–	–	–	–
„ Side, single ~~or double~~, plate, ~~box, or~~ intercostal	9	–	5/8	–	–	5/8
„ Bilge (N°. one each) at each Bilge, single, ~~or double~~, plate ~~or box~~	8½	–	5/8	8¾	–	5/8
„ Angle Iron	4	5	9/16	4	5	9/16

Outside Plank.	Inches in Ship.	Inches required by Rule.
Garboard Strakes, thickness	12	11
Garboard to Topsides ditto	6	6
Topsides ditto	4¾ × 5½	4¾
Sheerstrakes ditto	4¾ –	4¾
Planksheers ditto	4 –	4
Water-Ways Upper Deck	10 × 14	—
Water-Ways Lower Deck	none required	

	Inches. In Ship.	16th. In Ship.	In. req'd per Rule.	16th req'd per Rule.
Iron Sheerstrake, breadth and thickness	34	11/16	35	11/16
„ Bilge Plate ditto ditto	18	10/16	22	10/16
Diagonal Plates on Frames	9	10/16	8½	10/16
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	34	11/16	30	11/16
Angle Iron on ditto	4×5	9/16	4×5	9/16
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	13	10/16	12½	10/16
Diagonal Tie Plates on ditto	13	10/16	12½	10/16
Flat of Upper Deck, thickness	4	–	4	–
Ceiling betwixt Decks, thickness	2½ battens			
„ in Hold, thickness	3 planks		2¾	–
Clamps or Spirketting ditto	none required			
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	23	11/16	23	11/16
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	12½	10/16	12½	[illegible]
Stringers in Hold	4×5	9/16	[illegible]	
Flat of Lower Deck, thickness	[illegible]			
Diameter of Hold Pillars	3½	–	3½	–
Main piece of Rudder, diameter at head	17½	–	16½	–
(Can the Rudder be unshipped afloat? Can)	–	–	–	–

The Floors consist of Good Malleable Iron. The Main piece of Rudder is Oak of Windlass is Teak,

The Keel is [illegible] The Main Keelson is Malleable Iron and is free from all defects.

The Stem, and Stern Post of East India Teak, The Transoms, Knight Heads, Hawse Timbers,

and Aprons of East India Teak Deadwood, of Teak and are well free from all defects.

The Deck and Hold Beams of Malleable bulb Iron, The Breasthooks of Iron, The Knees of none required

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is [illegible] Elm and extending [illegible] of the depth of hold,

From the above named Height to the Light Water Mark East India Teak,

From the Light Water Mark to the Wales East India Teak,

The Wales and Black-strakes are d^o Teak. The Topsides & Sheerstrakes Teak.

The Spirketting and Planksheers Teak, The Water-ways Upper Deck Teak. Lower Deck none required

The Decks Yellow pine State Seasoned [illegible] How fastened to Beams With screw bolts & nuts

The Shifts of the Planking are not less than Six Feet – Inches. *N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.* The Planking is wrought three between, *and without step-butting.*

Planking Inside.—The Limber-strakes and Bilge-strakes are [illegible] Elm,

The Ceiling, Lower Hold, and between Decks Teak, Shelf pieces and Clamps none required

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivets ¾ × 7/8

Planksheer, how secured to the plating of the sides / Waterway „ „ planksheer and to the Beams — *Explain by sketch if necessary.* With through bolts as usual in [illegible] & with screw bolts & nuts at [illegible] stringer plates

Deck Beams, how secured to the sides Rivetted to the frames having turned Ends

Hold or Lower Deck ditto Rivetted the same way having turned Ends,

General Quality of Workmanship Good, No. of Breasthooks one & 3 stringer [illegible] plates crutches 3 [illegible]

What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? Average quality

Manufacturer's name or trade mark [illegible] Wilson & Bell, & the Consett Iron Company

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Walter Hood & Co *Surveyor's Signature* Will^m [illegible]

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Meta[l], Ga[lvanised] Iron, or Iron.

	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule		Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule			Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft	1 3/8	–	1 3/16	Transoms and throats of Hooks	1 1/4	–	1 1/4	Hold Beam Bolts in	Waterway	–	–	–
Scarphs of Keel, No. 6	1 3/16	–	15/16	Arms of Hooks	1 3/16	–	1 3/16		Knees	none required		
Keelson Bolts through Keel at each Floor	none required			Thro' Frames and Planking / Butt End Bolts	15/16	–	15/16		Shelf or Clamp	–	–	
								Deck Beam Bolts in	Waterway	–	1	13/16
									Knees	none required		
Bolts through Iron Keel Plate and Wood Keel	1 3/16	–	1 3/16	Pintles of the Rudder	3 1/2	–	3 5/8		Shelf or Clamp			
								Nails o[r] [...] of Deck		–	9 in Screw nails	

Her Masts, Bowsprit (Bar), Yards, &c., are in Good condition, and sufficient in size and length. I[f] th[e] [...] Iron or Steel give the *Scantlings of Plating, Angle Irons, &c, and further explain by a Sketch showing how the lower Masts a[re] [...] constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.*

Anchors & Chains tested at Lloyds Tyne public Chain & anchor proving House Low Walker Newcastle upon Tyne Certificates signed Robt Burrell Secty dated Augst 6th 13821/48 Makers Messrs W. Wood & Co, Trotmans & Rodgers.

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	300	1 11/16	51.4	1 11/16	51 2/10	Bowers	3	28.2.9	27.11.14	C.Q.	Tons
	Fore Top Sails,	do	90	1	–	15/16	–			28.1.22	27.7.2.26	27.3	2 2/10
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	10 1/2	–	9	–			23.3.14	23.14.2.7	24.3	
	Main Sails,	Hawser	90	6 1/2	–	5 1/2	–	Stream	1	11.1.6	–	11.0.0	–
		Towlines	90	8 1/2	–	–	–						
	Main Top Sails,	Warp	90	4	–	–	–			5.2.4	–	5.2.0	–
and		All of Good quality.						Kedges	2	2.3.25	–	2.3.0	–

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has no Long Boat and Boat & others

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 2 Good.

Order for Special Survey No. 235 N Date July 2nd/47	DATES of Surveys held while building	1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated Sepr 16th/47
Order for Ordinary Survey No. — Date —		2nd. Of the frame before it is painted, strapped, or plated Novr 8th/47
		3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking Novr 15/47
		4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined June 14th 1848.
		5th. When the vessel is caulked and completed July 25th
		6th. When the vessel is launched and equipped Sepr 14th/48

State if she has a Spar Deck not any. ~~Poop~~ Round House Forecastle & Deck House

General Remarks, This ship is well built of good & sound materials in accordance with the rules for Composite Ships for the fourteen years grade, under a permanent [...] and in accordance with rule Sect 53 for an additional year, fastened with Yellow metal & galvanized Iron in accordance with rule Sect 41 for a further period of two years and is built in accordance with the Sketch produced & sanctioned by the Committee July 10th/47 with the alterations as recommended by them, the foundation plate of main keelson is 14 in by 1/2 well rivetted to the floors on double angle Irons, & a Covering plate on Keelson 9 in 9/16 with angle Irons 4 x 5 x 9/16 rivetted to do & main keelson, also teak planks on top of keel & a plate 31 in by 3/4 through bolts between each frame & keel, which receives the [...] through bolts of garboard strakes which are also through bolted through the keel & each other clenched, butt straps for [...] and planking 5/8 well rivetted to the frames, the frame & reverse angles are in one length from keel to gunwale with doubling in way of stringers & keelsons well rivetted in all parts, [...]

In what manner are the surfaces of Iron Work preserved from oxidation with patent Cement

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good.

If Sheathed, Doubled, Felted, or Coppered To be Coppered in [...] When last done 1848

I am of opinion this Vessel should be Classed 14 A 1

The Amount of the Fee £ 5 : – : – is received by me, Willm Walker

Special £ 47 : 7 : – Number of Surveys while building from Sepr 16th/47 to Augst 15th 1848. Fifty Surveys

Sepr 18th/48

Certificate £ – : – : –

Total Received £52.7.–

Committee's Minute 25th Sept 1848

Character assigned A 1 for 17 Years F.C.P. W.S.

The Committee [...] this ship substantially built & seaworthy in accordance with the Rules Sec 33 – The Caulking inspected during the progress which proved satisfactory.