

COMPOSITE SHIP.

No. 2369 Survey held at Liverpool Date Sept 1st 30th 1867
 on the Ship "Thyrtion" Master J. Ross
 Tonnage under tonnage deck 898 Built at Liverpool When built 1867 Launched Aug 30th 1867
 Ditto of poop 25 or spar deck 11
 Ditto of engine room —
 Gross tonnage —
 Total Register tonnage 962
 By whom built W. H. Hood & Co. Owners G. Thompson & Co.
 Port belonging to Liverpool Destined Voyage Sydney
 Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks
Length aloft	<u>211</u>	Extreme Breadth	<u>34</u>		<u>21</u>	<u>3</u>			<u>One</u>
(Dimensions of Ship per Register, length <u>211</u> , breadth <u>34</u> , depth <u>21 3</u>)									
Inches in Ship. for 16th's req'd per Rule. 16th's req'd per Rule. 16th's req'd per Rule.									
Keel, siding and moulding	<u>15 1/2</u>	<u>18</u>	<u>15 1/2</u>	<u>17</u>					
" plate, breadth and thickness	<u>3 1/4</u>	<u>4</u>	<u>30</u>	<u>13 1/4</u>	<u>31</u>				
Stem, siding and moulding	<u>15 1/2</u>	<u>17</u>	<u>15 1/2</u>	<u>17</u>					
Fore deadwood plate, breadth and thickness	<u>3 1/4</u>	<u>15 1/2</u>	<u>13 1/4</u>	<u>15 1/2</u>					
Stern-post, siding and moulding	<u>15 1/2</u>	<u>21</u>	<u>15 1/2</u>	<u>17</u>					
After deadwood plate, breadth and thickness	<u>3 1/4</u>	<u>15 1/2</u>	<u>13 1/4</u>	<u>15 1/2</u>					
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>18</u>			<u>18</u>					
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>4 1/2</u>	<u>9 1/2</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>9 1/2</u>			
" " Reversed Iron, if to every frame or every — frame	<u>3</u>	<u>3 1/4</u>	<u>1/2</u>	<u>3</u>	<u>3</u>	<u>7 1/2</u>			
Floors, depth and thickness of Floor Plate at Mid line	<u>23</u>		<u>5 1/2</u>	<u>22</u>		<u>5 1/2</u>			
" Ditto ditto at Bilge Keelson	<u>7</u>								
" Size of Reversed Angle Iron, and No. <u>two</u> at top of Floor Plate	<u>3</u>	<u>3 1/2</u>	<u>1/2</u>	<u>3</u>	<u>3</u>	<u>7 1/2</u>			
" If of Wood, siding & mould'g, at Mid. line									
Beams, Deck (No. <u>39</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>8 1/2</u>		<u>9 1/4</u>	<u>8 1/2</u>		<u>9 1/4</u>			
" " double or single Angle Iron, on upper edge	<u>3</u>	<u>3</u>	<u>7 1/2</u>	<u>3</u>	<u>3</u>	<u>9 1/2</u>			
" " average space between <u>5 1/2</u> Centre to Centre				<u>54</u>					
" Hold, or Lower Deck (No. <u>37</u>) double Angle, Tee, Plate, or Bulb Iron	<u>9</u>		<u>5 1/2</u>	<u>9</u>		<u>5 1/2</u>			
" " double or single Angle Iron, on upper edge	<u>3</u>	<u>3 1/2</u>	<u>7 1/2</u>	<u>3</u>	<u>3 1/2</u>	<u>7 1/2</u>			
" " average space between <u>54</u>				<u>54</u>					
Keelson, single or double plate, box, or intercostal									
" Size of Plates	<u>15</u>		<u>3 1/4</u>	<u>15</u>		<u>13 1/4</u>			
" Size of Angle Irons	<u>4</u>	<u>5</u>	<u>9 1/2</u>	<u>4</u>	<u>5</u>	<u>9 1/2</u>			
" If of Wood, siding and moulding									
" Side, single or double plate, box, or intercostal									
" Bilge (No. <u>one</u>) at each Bilge, single, or double, plate or box	<u>9</u>		<u>5 1/2</u>	<u>9</u>		<u>5 1/2</u>			

The Floors consist of Good Malleable Iron The Main piece of Rudder is Teak of Windlass is Teak.
 The Keel is Good Malleable Iron 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 Teak. Deadwood, of Teak and are well free from all defects.

The Deck and Hold Beams of Malleable Iron. The Breasthooks of Iron plates. The Knees of iron.
 Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Good Malleable Iron.

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 Teak. The Topsides & Sheerstrakes Teak.

The Spirketting and Planksheers Teak & Iron. The Water-ways { Upper Deck Teak Lower Deck Iron Spirketting }

The Decks Yellow pine State of Maintained 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 Plank between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are East India Teak.

The Ceiling, Lower Hold, and between Decks Teak & red pine battens Shelf pieces and Clamps more required

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double

Planksheer, how secured to the plating of the sides { Explain by sketch See the usual way as in Hood ship }
 Waterway " " planksheer and to the Beams { if necessary. with bolts & nuts the stringer plates on Beam ends }

Deck Beams, how secured to the side? Rivetted to the beams having turned ends

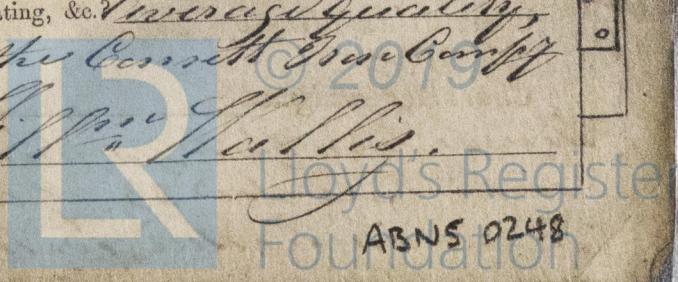
Hold or Lower Deck ditto Rivetted to the beams having turned ends

General Quality of Workmanship Good. No. of breasthooks Three crutches Three.

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 Josh Wilson & Bell, and the Cornhill Iron Co.

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature Walter Hood & Co. Surveyor's Signature W. H. Hood



2369 Alon

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft ...	1 3/8	-	1 3/4	Transoms and throats of Hooks	-	-	-	Hold Beam	-	-	-
Scarp of Keel, N° ...	1 3/4	-	1 3/4	Arms of Hooks	-	-	-	Bolts in	-	-	-
Keelson Bolts through Keel at each Floor	1 3/4	-	1 3/4	Thro' Frames and Planking	1 3/4	-	1 3/4	Deck Beam	-	-	-
Bolts through Iron Keel Plate and Wood Keel	1 3/4	-	1 3/4	Butt End Bolts	1 3/4	-	1 3/4	Bolts in	-	-	-
				Pintles of the Rudder	3 1/2	-	3 1/2	Nails or Bolts in Flat of Deck	-	-	-

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are 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 Lloyd's Dock Public Chain Anchor
Having been sent to Walker Newcastle upon Tyne, Certificate
signed Robt Birrell Esq., Aug 18 & 30 / Sept 12 & 25 / 67
Makers Hawks, Crawshaw & Son / Portsmouth, Rogers & Martins, John

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.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	300	1 1/4	51.4	3 1/2	3 1/2	Bowers	3	25.1.15	28.4.0.7	27.3.2.8	28.4.0.7
Fore Top Sails,	1 1/4	60	1	-	1 1/2	-			27.2.13	26.11.3.4	27.3.2.8	28.4.0.7
Fore Topmast Stay Sails,	Hempen Stream Cable	90	10	-	10	-	Stream	1	11.1.10	-	11	-
Main Sails,	Hawser	90	6	-	5	-			23.2.24	23.12.3.7	23.2.23	23.12.3.7
Main Top Sails,	Towlines	90	0 1/2	-	9	-	Kedges	2	4.1.14	-	5.2.1	-
	Warp	90	4 1/2	-	-	-			2.2.19	-	2.3.1	-
	All of <u>good</u> quality.											

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

She has no Long Boat and but 4 others

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

- Order for Special Survey No. 226 DATES of Sept 12/67 Surveys held while building
- Order for Ordinary Survey No. 1 Date Sept 12/67
- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated Sept 12/67
 - 2nd. Of the frame before it is painted, strapped, or plated March 1867
 - 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking March 1867
 - 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 at various times
 - 5th. When the vessel is caulked and completed July 5/67
 - 6th. When the vessel is launched and equipped Sept 10, 23 & 27/67

State if she has a Spar Deck not any Peep Land and Forecastle

General Remarks. This vessel is well built of good material for the twelve years grade under a permanent water tight, reef in accordance with rule for an additional period of another year, and fastened with yellow metal & galvanized iron both in accordance with rule for a further period of seven years & built in accordance with sketch produced & sanctioned by the Committee, Sept 6th 1866. With some few alterations as recommended, Foundation plates of keelson is 13 in by 1/2 in well rivetted to the floors on double angle Iron. The keel plate is well belted through the hull between each frame & receives vertical bolts through the garboard strakes which are also horizontally belted through the keel & each other clinched. The butt straps of outside planking are 9 in well rivetted to the frames. The frames & keelson extend from stem to stern in one length with double angle Iron in way of stringers & keelson well rivetted.

In what manner are the surfaces of Iron Work preserved from oxidation Painted with metallic paint, all parts.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good showing no signs of leakage during the progress

If Sheathed, Doubled, Fitted, or Coppered to be Coppered in future When last done 1867

I am of opinion this Vessel should be Classed 15 A.S.

The Amount of the Fee.....£ 5 : - - is received by me, Wm. H. Muller

Special£ 40 : 2 : number & dates of surveys while building
from Sept 12/67 to Sept 27/67 58.

Certificate£ - : - : -

Total recd £ 53.2.2
 Committee's Minute 11 October 1867

Character assigned 1 for 15 Ann A & C

Given from 3/4 to 7/6, Round Head & Newcastle built in accordance with rule for 33, Garboard strakes horizontally belted to keel & each other with 1 1/2 yellow metal, inner keel
to be well examined