

IRON SHIPS.

No. 3296 Survey held at Smurkithing Date 14th August 1866
 on the S.S. Vessel "Hemafia" Master Samuel Parker
 Tonnage under tonnage deck 40.11 Built at Smurkithing When built 1866 Launched 13th August 1866
 Ditto of poop 3.48 Spur deck 1.66 By whom built John Scott Owners Mr. Morrison
 Ditto of engine room 14.41
 Total Register tonnage 30.84 Port belonging to Wares Destined Voyage Australia
 If surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks
65	0		13	6		6	6		10		Single

Dimensions of Ship per Register, length 66.1 breadth 13.85 depth 6.4

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	6 x 12	6 x 12				
Stem, if bar iron, moulding and thickness	6 x 12	6 x 12				
Stern-post, if bar iron, moulding and thickness	6 x 22	6 x 3				
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21				
Frames, Size of Angle Iron, single or double	22	22	6	22	6	
Floors, depth and thickness of Floor Plate at mid line	9	6	82	5		
Beams, Deck (No. 11)	4	3	16			
Keelson, single or double plate, box, or intercostal	6	6				
Side, single or double plate, box, or intercostal	22	22	6	3	3	6
Bilge (No. 1)	22	22	6	3	3	6

Plates in Garboard Strakes, breadth and thickness 30 6 24 6
 Ditto from Garboard to upper part of Bilges 5 5
 from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold 5 5
 from 3/4ths depth of Hold to lower edge of Sheerstrake 30 6 24 6
 Sheerstrake, breadth and thickness 30 6 24 6
 Butt Straps to outside plating, breadth and thickness as plates
 Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 12 6 18 5
 Angle Iron on ditto 22 22 6 3 x 3 x 6
 Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 4 5 15 5
 Diagonal Tie Plates on ditto
 Planksheer, materials and scantlings
 Waterway ditto ditto Red Pine 8 5
 Flat of Upper Deck, thickness and material 22 22 6 22
 Ceiling betwixt Decks and in Hold, thickness and material Red Pine 20
 Clamps or Spiketting ditto
 Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness
 Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams
 Stringers in Hold
 Flat of Lower Deck, thickness and material
 Main piece of Rudder, diameter at head 3 3
 Bulkheads, No. 2 Thickness of 46 46
 Height up to Deck
 how secured to the sides of the ship Double Angle Irons
 size of vertical angle iron 30 ins
 rivetted through plates with (3/8 in.) rivets, about (53) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Bilge on one side to Gunwale on the other side alternately
 Keelson, how are the various lengths of plates or angle irons connected? Both straps double rivetted
 Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (3/8 in.) diameter, averaging (22) ins apart.
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/8 in.) diameter, averaging (2) ins. apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (as plates) thick, double or single rivetted; with rivets (3/8 in.) diameter, averaging (2) ins. apart.
 Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/8 in.) diameter, averaging (2) ins. apart.
 Edges of Sheerstrake, double or single rivetted? At upper edge Single At lower edge Double
 Butts from bilge to planksheers, worked carvel with butt straps (as plates) thick, double or single rivetted; with rivets (3/8 in.) diameter, averaging (2) ins. apart. Breadth of laps in double rivetting (32) Breadth of laps in single rivetting (22)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?
 Planksheer, how secured to the plating of the sides Explain by sketch
 Waterway " " planksheer and to the Beams if necessary.
 Deck Beams, how secured to the side? New plates rivetted to Frames
 Hold or Lower Deck ditto
 Paddle " " No. of breasthooks Three crutches One
 What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Small
 Manufacturer's name or trade mark Mansell

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature John Scott Surveyor's Signature Edward Bouchillon

5024 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? Yes

Do the holes for rivetting plate to frames, butt straps, 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? No

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.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.			
No.			Fathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.
✓	Fore Sails,	Chain <u>..... short link.....</u>	90	9/16	3.15.0	✓	1	1.1.26 3.18.3
✓	Fore Top Sails,	Hempen Stream Cable				✓	1	1.1.26 3.18.3
✓	Fore Topmast Stay Sails,	Hawser						
✓	Main Sails,	Towlines	100	5			1	0.3.9
✓	Main Top Sails,	Warp	45	2 1/2				
and		All of <u>good</u> quality.					1	0.1.16

Her Standing and Running Rigging Wire & Hempen sufficient in size and good in quality.

She has One Long Boat and one in quality.

The present state of the Windlass is Double Windlass and Rudder and Pumps efficient

Order for Special Survey No. ✓ Date ✓ while building

Order for Ordinary Survey No. ✓ Date ✓ as per Section 18.

DATES of Surveys held

1st. On the several parts of the frame, when in place, and before the plating was wrought 1st September

2nd. On the plating during the progress of rivetting 24th September

3rd. When the beams were in and fastened, and before the decks were laid 11th October 1865

4th. When the ship was complete, and before the plating was finally coated 19th April

5th. After the ship was launched 14th August 1866

State if she has a Spar Deck A small Half Poop and or Forecastle

General Remarks,

This Vessel is in length 14.4 breadth 9.8 depths, is not built in strict conformity with the Rules, but similar to that of the Missionary Report N^o 3225 built by the same Builders; the plating of this Vessel is in accordance with the instructions contained in the Committee's letter dated 8th July 1865; she has Iron Bulwarks 24 inches deep and 4 1/2th thick; her Engine and Boiler space is at the after end, leaving the Main Hold for Cargo.

In what manner are the surfaces preserved from oxidation? Inside Cemented up to turn of Bilge with Roman Cement and painted above with Red Lead.

Ditto ditto Outside Painted with Four Coats of Paint.

I am of opinion this Vessel should be Classed B.1.

The amount of the Fee£ 1 : 0 : 0 is received by me,

Special£ 1 : 1 : 0

Certificate (if required)£ 0 : 2 : 6

Committee's Minute 27th August 1866.

Character assigned A 1 -

Edmund Bonchman

This Vessel appears eligible for the class B.1. above mentioned.

For River purposes we are satisfied with the present arrangement.

20 Aug 1866