

5024 IRON SHIPS.

Rev 20/8/66

No. 3296 Survey held at Smurkithing Date 14th August 1866
 on the S.S. Vessel "Yemaja" Master Samuel Parker
 Tonnage under tonnage deck 40.11 Built at Smurkithing When built 1866 Launched 13th August 66.
 Ditto of poop 3.48 ^{of spar deck} 1.66 By whom built John Scott Owners M^r. 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 65 ⁰ Extreme Breadth 13 ⁶ Depth from top of Upper Deck Beam to top of Floor } 6 ⁶ Power of Engines 10 Horse. No. of Decks 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.	16ths required per Rule.	10ths required per Rule.
Keel, if bar iron, depth and thickness	6 x 12	6 x 12	6 x 12	6 x 12	6 x 12	6 x 12	6	6
Stem, if bar iron, moulding and thickness	6 x 12	6 x 12	6 x 12	6 x 12	6 x 12	6 x 12	6	6
Stern-post, if bar iron, moulding and thickness	6 x 22	6 x 3	6 x 24	6 x 3	6 x 24	6 x 3	6	6
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21	21	21
Frames, Size of Angle Iron, single or double	22	22	6	22	22	6	22	6
Floors, depth and thickness of Floor Plate at mid line	9	6	8	5	9	6	8	5
Beams, Deck (No. 11) double Angle Iron, Plate, Tee, or Bulb Iron	4	3	4	6	4	3	4	6
Keelson, single or double plate, box, or intercostal	6	6	6	6	6	6	6	6

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

Knight-heads, and Hawse Timbers Iron

The Frames extend in one length from Keel to Gunwale rivetted through plates with (3/8 in.) rivets, about (32) 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? Butt 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? Iron 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 Warrington

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

Builder's Signature John Scott Surveyor's Signature Edward R. ...

5024 Iron

Workmanship. Are the lands or laps of the clenckwork 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,	90	4 1/2	3.15.0	1	1.1.26	3.18.3
✓	Fore Top Sails,				1	1.1.26	3.18.3
✓	Fore Topmast Stay Sails,						
✓	Main Sails,	100	5		1	0.3.9	
✓	Main Top Sails,	45	2 1/2				
	and	All of <u>good</u> quality.					
Her Standing and Running Rigging		<u>Wire & Hemp</u> sufficient in size and			<u>good</u> in quality.		
She has		<u>One</u> Long Boat and					
The present state of the		<u>Windlass is Double Winch</u> and Rudder			<u>and Pumps efficient</u>		

Order for Special Survey	DATES of	1st.	2nd.	3rd.	4th.	5th.
No. <u>✓</u>	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of rivetting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated	After the ship was launched
Date <u>✓</u>	while building	<u>1st September</u>	<u>24th September</u>	<u>11th October 1865</u>	<u>19th April</u>	<u>14th August 1866</u>
Order for Ordinary Survey	as per	Section 18.				
No. _____						
Date _____						

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

General Remarks,

This vessel is in length 14.4 breadths and 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 and painted above with Red Lead. Cemented up to turn of Bilge with Roman Cement

Ditto ditto Outside Painted with Four Coats of Paint.

I am of opinion this Vessel should be Classed B

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 B 1-

Edward Couchman

This vessel appears eligible for the class B 1- above.

For River purposes other are satisfied with the current rules and are satisfied.

20 Aug 1866