

IRON SHIPS.

No. 3422 Survey held at Renfrew Date, First Survey 14th Feb/71 Last Survey 6th June 1872

On the S.S. "Assyria"

Master ✓

Tonnage under Tonnage Deck 1467.69
Ditto of Third Spar, or Awning Deck. ✓
Ditto of Poop, or Raised Or. Dk. ✓
Ditto of Houses on Deck 27.24
Ditto of Forecastle ✓

Gross Tonnage 1494.93
Gross Space, as per Rule 47.50

Registered Tonnage, as per Beam ✓

Engine Room 478.38

Registered Tonnage, as a Steamer, but on Beam 969.05

ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.

Half moulded breadth 15.2
Depth from upper part of Keel to top of Upper Deck Beams 19.3
Girth of Half Midship Frame (as per Rule) 30.2

1st Number 64.7
Length 268.5

2nd Number 17.371

Depths to Length 15.95 & 11.05

THREE DECKED VESSELS.

Half Moulded Breadth 15.2

Total Depth if three or more Decks 26.3

Total Girth of Half Midship Frame 37.2

3rd Number 78.7

Length 268.5

4th Number 21.130

Breadths Length 8.8

Built at Renfrew

When built 1872 Launched 25th May

By whom built H. Simons & Co.

Owners British India S.N. Co.

Port belonging to Glasgow

Destined Voyage Glyde to India

If Surveyed while Building, Afloat, or in Dry Dock.

Length on deck as per Rule 268 Feet. 6 Inches. Moulded Breadth 30 Feet. 5 Inches. Depth from top of Floors to Upper and Main Deck Beams, as per Rule 24 Feet. 5 Inches. Power of Engines, 200 Horse. N° of Decks with flat laid 4 N° of Tiers of Beams 3

Dimensions of Ship per Register, length 269.8 breadth 30.6 depth 24.2

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths in Ship.	16ths required per Rule.
Keel, if bar iron, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	8 1/2 x 2 1/2	9 1/2	8 1/2
Do. if centre through plate, depth and thickness	9 x 2 1/2	8 1/2 x 2 1/2	9 x 2 1/2	8 1/2 x 2 1/2	9	8 1/2
Stem, if bar iron, moulding and thickness	9 x 5	8 1/2 x 5	9 x 5	8 1/2 x 5	9	8 1/2
Stern-post for Rudder do. do.	24	24	24	24	24	24
Stern-post for Propeller	24	24	24	24	24	24
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24
Frames, size of Angle Iron, for 1/2 length amidships	4 3/4 x 3/4	4 3/4 x 3/4	4 3/4 x 3/4	4 3/4 x 3/4	4 3/4	4 3/4
Do. for 1/4 at each end	4 3/4 x 3/4	4 3/4 x 3/4	4 3/4 x 3/4	4 3/4 x 3/4	4 3/4	4 3/4
Reversed Frames, size of Angle Iron	3 3/4 x 3/4	3 3/4 x 3/4	3 3/4 x 3/4	3 3/4 x 3/4	3 3/4	3 3/4
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	2 3/4 x 10/16	2 3/4 x 10/16	2 3/4 x 10/16	2 3/4 x 10/16	2 3/4	2 3/4
Do. at the ends	9/16 x 8/16	9/16 x 8/16	9/16 x 8/16	9/16 x 8/16	9/16	8/16
Do. do. do. at Bilge Keelson	10/16 x 9/16	10/16 x 9/16	10/16 x 9/16	10/16 x 9/16	10/16	9/16
Do. height extended at the Bilges	Twice	Twice	Twice	Twice	Twice	Twice
Beams, Upper, Spar, or Awning-Deck (No. 1) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/16 x 7/16	7 1/16 x 7/16	7 1/16 x 7/16	7 1/16 x 7/16	7 1/16	7/16
Single or double Angle Iron on Upper edge	4 8	4 8	4 8	4 8	4 8	4 8
Average space	4 8	4 8	4 8	4 8	4 8	4 8
Beams, Main or Middle Deck (No. 2) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2	7/16
Single or double Angle Iron on Upper Edge	4 8	4 8	4 8	4 8	4 8	4 8
Average space	4 8	4 8	4 8	4 8	4 8	4 8
Beams, Lower Deck, Hold or Orlop (No. 3) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2	7/16
Single or double Angle Iron on Upper Edge	2 3/4 and 4 3/4 frames	2 3/4 and 4 3/4 frames	2 3/4 and 4 3/4 frames	2 3/4 and 4 3/4 frames	2 3/4 and 4 3/4	2 3/4 and 4 3/4
Average space	16 13/16	16 13/16	16 13/16	16 13/16	16 13/16	16 13/16
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	8 1/2 x 9/16	8 1/2 x 9/16	8 1/2 x 9/16	8 1/2 x 9/16	8 1/2	9/16
Do. Bulb Plate to Intercostal Keelson	5 1/2 x 4 9/16	5 1/2 x 4 9/16	5 1/2 x 4 9/16	5 1/2 x 4 9/16	5 1/2	4 9/16
Do. Size of Angle Irons	9/16 x 9/16	9/16 x 9/16	9/16 x 9/16	9/16 x 9/16	9/16	9/16
Do. Side Intercostal Keelson, size of Plates	5 1/2 x 4 9/16	5 1/2 x 4 9/16	5 1/2 x 4 9/16	5 1/2 x 4 9/16	5 1/2	4 9/16
Do. Angle Irons on tops of Floors	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2 x 7/16	7 1/2	7/16
Do. Bilge Keelson, Bulb Iron	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4	9/16
Do. do. Intercostal plates riveted to plating for length	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4	9/16
Do. do. Angle Irons	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4	9/16
Side Stringers (No. 1) size of Angle Irons	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4	9/16
Do. Intercostal plates riveted to plating for length	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4 x 9/16	5 4	9/16

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

Knight-heads Iron Hawse Timbers Iron

Windlass Patent Pull Bitt Iron

The Frames extend in one length from Keel to Upper Deck Riveted through plates with (3/4 in.) Rivets, about 6 apart.

The Reverse Angle Irons on the floors and frames extend from the middle line to Main and to Upper Deck alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (7/8 in.) diameter, averaging (3 7/8 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (3 7/8 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1 1/2 in.) thick, double or single Riveted; with Rivets (7/8 in.) diameter averaging (3 7/8 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (7/8 in.) diameter, averaging (4 ins.) from centre to centre.

Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge Single At lower edge Double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (10/16) thick, double or single Riveted; with Rivets (7/8 in.) diameter, averaging (4 ins.) from centre to centre.

Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for 1/2 length amidships. Breadth of laps of plating in double Riveting (6 times) Breadth of laps of plating in single Riveting (3 1/2 times)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and Double

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)

Beams of the various Decks, how secured to the sides? Lines riveted to frame No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark, Mosser & Blochman

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

Builder's Signature, H. Simons & Co. Surveyor's Signature, T. Mowbray

IRON 451-0187

Workmanship. Are the butts of plating planed or otherwise fitted?

Planed

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?

One piece

Do the holes for riveting 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 plate and punched from the faying surfaces?

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, 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit Schooner Rigged Iron Masts

Tested at Tipton 15th April 1872 by Sam^l J. J. J. J.

N ^o .	SAILES.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	300	1 10/16	47 1/2	1 10/16	47 1/2	Bowers	1	25.3.7	25.10.1.7	25 1/2	25 2/10
	Fore Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).	1	25.2.21	25.8.0.14	25 1/2	25 2/10
	Fore Top Sails,	Hempen Stream						Stream	1	22.0.7	22.8.1.21	21.2.20	22 2/10
	Fore Topmast Stay Sails	Chain Cable	100	1 1/16	13.15.0								
	Main Sails,	Hawser	90	1 1/16	11	11							
	Main Top Sails,	Towlines	90	1 1/16	10 1/2	10 1/2							
	and	Warp	90	1 1/16	6 1/2	6 1/2							
		All of <u>Good</u> quality.						Kedges	1	5.1.0	6.12.0	5 1/4	
									1	2.3.0	4.15.3	2 3/4	

Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality. She has Two Life Boat and Bothers

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

Engine Room Skylights.—How constructed? of Iron, Lean Sky-light over How secured in ordinary weather? by bars

What arrangements are there for deadlights in such for bad weather? Thick Glass, and Wire Guards

Coal Bunker Openings.—How constructed? Iron Castings How are lids secured? by Stud How high above deck? flush

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Flush Deck

Cargo Hatchways.—How formed? Iron plates State size 7-0 x 7-0

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? ✓

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 11-6 x 8-0

Order for Special Survey No. 442 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought } Under Special
Date July 1871 Surveys held 2nd. On the plating during the progress of riveting } Survey
Order for Ordinary Survey No. ✓ while building 3rd. When the beams were in and fastened, and before the decks were laid } from
Date ✓ as per 4th. When the ship was complete, and before the plating was finally coated or cemented } 14th Feb 1871
No. 177 in builder's yard. Section 18. 5th. After the ship was launched and equipped } to
6th June 1872

General Remarks,

This vessel has been built in conformity with the appended Midship Section, and the Rules in force for 1870 with a view to Class 100 A. 3 DE

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint

I am of opinion this Vessel should be Classed 100 A. 1 (3 Deck)

The amount of the Entry Fee£ 5 : : is received by me,

June 1872 Special£ 61 : 14 :
Certificate Anti

(Travelling Expenses)

(if any) £ 5 : 5 : 1/2

Committee's Minute 18th June 1872

Character assigned 100 A. 1

TRM M. C. 3 decks

100 A. 1
3 decks
1872
10/1/72