IRON SHIP. 17385 Reg. 16 p 11/76

No. 2938 Survey held at Aberdeen Date, First Survey Nov. 26th 1875 Last Survey November 24th 1876

On the "Smyrna". Ship. Master - Jamieson

Official Number 70437

TONNAGE under Tonnage Deck 1185.22
~~Ditto of Third, Spar, or Awning Deck.~~
Ditto of Poop, ~~or Raised Qr. Dk.~~ 107.92
Ditto of Houses on Deck 22.37
Ditto of Forecastle 56.63
Gross Tonnage 1372.14
Less Crew Space 67.54
~~Less Engine Room~~
Register Tonnage as cut on Beam 1304.60

~~ONE, OR~~ TWO DECKED, ~~THREE DECKED~~ VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~

	Feet.
HALF BREADTH (moulded)	18.9
DEPTH from upper part of Keel to top of Upper Deck Beams	24.4
GIRTH of Half Midship Frame (as per Rule)	36.5
1st NUMBER	79.8
~~1st NUMBER, if a THREE DECKED VESSEL~~ [deduct 7 feet	
LENGTH	222.
2nd NUMBER	17715.
PROPORTIONS—Breadths to Length	5.9
Depths to Length—Upper Deck to Keel	9.0
~~Main Deck ditto~~	~

PLANS

Built at Aberdeen
When built 1876 Launched Oct. 18th 1876
By whom built Messrs W. Hood & Co.
Owners Messrs G. Thompson & Co.
Port belonging to Aberdeen
Destined Voyage Sydney.
If Surveyed while Building and Afloat, ~~or in Dry Dock.~~
Under Special Survey

LENGTH on deck as per Rule ... Feet. 222 Inches. 0 | **BREADTH**—Moulded ... Feet. 37 Inches. 9 | **DEPTH** top of Floors to Upper Deck Beams ... Feet. 22 Inches. 4 | Power of ~~Engines~~ ... Horse. ~ | N°. of Decks with flat laid Two | N°. of Tiers of Beams Two

Dimensions of Ship per Register, length, 232.3 breadth, 38.05 depth, 22.25

	Inches in Ship.			Inches per Rule.		
KEEL, depth and thickness	9 × 2½			9 × 2½		
STEM, moulding and thickness	8½ × 2½			8½ × 2½		
STERN-POST for Rudder do. do.	9 × 2½			8½ × 2½		
~~for Propeller~~						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 ins			24 ins (Class 100 A)		
	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches per Rule.	Inches per Rule.	16ths per Rule.
FRAMES, Angle Iron, for ⅔ length amidships	5	3	8/16	5	3	8/16
Do. for ⅓ at each end	5	3	7/16	5	3	7/16
REVERSED FRAMES, Angle Iron	3	3½	8/16	3	3	8/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24½		10/16	24		10/16
thickness at the ends of vessel		9/16 ×	9/16		8/16 ×	9/16
depth at ¾ the half-bdth. as per Rule	12½			12		
height extended at the Bilges	6-2".			4-0		
BEAMS, Upper, ~~Spar, or Awning~~ Deck ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron	9		9/16	9		9/16
~~Single or~~ double Angle Iron on Upper edge	3½	3	7/16	3½	3	7/16
Average space	4 feet.			4 feet		
~~**BEAMS, Main, or Middle Deck**~~ ~~Single or d'ble Ang. Iron, Plate or Tee Bulb Iron~~						
~~Single, or double Angle Iron, on Upper Edge~~						
~~Average space~~						
BEAMS, Lower Deck, ~~Hold, or Orlop~~ ~~Single or d'ble Ang. Iron, Plate or Tee~~ Bulb Iron	9		9/16	9		9/16
~~Single or~~ double Angle Iron on Upper Edge	3½	3	7/16	3½	3	7/16
Average space	4 feet.			4 feet		
KEELSONS Centre line, single ~~or double~~ plate, ~~box, or Intercostal~~, Plates	17		12/16	17		12/16
" Rider Plate ~~for Intercostal Keelson~~	11½		12/16	10¾		12/16
" ~~Bulb Plate to Intercostal Keelson~~	14		9/16			
" Angle Irons	5	4	9/16	5	4	9/16
" ~~Double Angle Iron Side Keelson~~						8/16
" Side Intercostal Plate			8/16			
" do. Angle Irons	5	4	9/16	5	4	9/16
" Attached to outside plating with angle iron for a length of 76 feet amidships.						
BILGE Angle Irons	5	4	9/16	5	4	9/16
" ~~do. Bulb Iron~~						
" ~~do. Intercostal plates riveted to plating for length~~						
BILGE STRINGER Angle Irons ~~Intercostal plates riveted to plating for length.~~	5	4	9/16	5	4	9/16
SIDE STRINGER Angle Irons	5	4	9/16	5	4	9/16

Transoms, material. Knight-heads. Hawse Timbers. Plates & Frames

Windlass Harfield's Patent Pall Bitt ~

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths per Rule
~~Flat Keel Plates, breadth and thickness~~				
PLATES in Garboard Strakes, breadth and thickness	37½	11/16	36	11/16
from Garboard to upper part of Bilges		10/16		10/16
of doubling at Bilge, or increased thickness, and length applied ½ length		11/16		11/16
fm up. part of Bilge to lr. edge of Sh'rstrake		10/16		10/16
~~Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.~~				
Up. ~~or Spar~~ Dk Sh'rstrake, brdth & thickns	42	12/16	40	12/16
Butt Straps to outside plating, breadth & thickness	11½ to 9/16	17/16 11/16	13/16	13/16
Lengths of Plating		10 feet		10 feet
Shifts of Plating, and Stringers	not less than 2 frame shifts.			
Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness	44	10/16	44	10/16
Angle Iron on ditto	5 × 4 × 9/16		5 × 4 × 9/16	
Tie Plates fore and aft, outside Hatchways	13	10/16	13	10/16
~~Diagonal Tie Plates on Beams No. of Pairs~~				
~~Plank sheer material and scantling~~	Iron	Bulwarks		~
Waterways do. do.	Gutter	Waterway		~
Flat of Upper Deck do. do.	Yellow Pine	4"	4	
How fastened to Beams		8/16" Bolts		8/16 Bolts.
~~Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness~~				
~~Is the Stringer Plate attached to the~~ [redacted]				
~~Angle Irons on ditto, No.~~				
~~Tie Plates, outside Hatchways~~				
~~Diagonal Tie Plates on Beams, No. of pairs~~				
~~Waterways materials and scantlings~~				
~~Flat of Middle Deck do. do.~~				
~~How fastened to Beams~~				
Stringer Plates on ends of Lower Deck, ~~Hold or Orlop~~ Beams	32	9/16	32	9/16
Is the Stringer Plate attached to the outside plating?	Yes.			
Angle Irons on ditto, No. Two	4 × 4 × 9/16		4 × 4 × 9/16	
Stringer or Tie Plates, outside Hatchways	13 ×	10/16	13 ×	9/16
~~Diagonal Tie Plates pairs~~				
Flat of Lower Deck ~~of~~ Pitch Pine	3" ×	10/16	3"	(2 pairs)
Ceiling betwixt Decks, thickness and material	1¾ × 7			
in hold do. do.	2½		2½	
Main piece of Rudder, diameter at head	6		6	
do. at heel	3¼		3	
Can the Rudder be unshipped afloat?	Yes.			
Bulkheads No. One Thickness of		7/16		7/16
Height up To Main Deck.				
How secured to sides of ship between two frames				
Size of Vertical Angle Irons 3½ × 3 × 8/16 and distance apart 30 ins.				
Are the outside Plates doubled two spaces of Frames in length? Yes.				

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with ¾ in. Rivets, about 5" apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line ~~to~~ from Keel to Gunwale ~~and to~~ fore & aft. ~~alternately~~

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

PLATING. Garboard, double riveted to Keel, with rivets 1⅛ in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 12/16 14/16 in. diameter, averaging 3 & 3½ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 13/16 - 14/16 in. diameter averaging 3 & 3½ ins. from centre to centre.

Butts of 3 Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double ~~or single~~ riveted; with rivets 12/16 14/16 in. diameter, averaging 3 & 3½ ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 12/16 14/16 in. diameter, averaging 3 & 3½ ins. from cr. to cr.

Edges of Main Sheerstrake, lower double or upper single riveted. ~~**Upper Sheerstrake,** double or single riveted.~~

Butts of Main Sheerstrake, treble riveted for half length amidships. ~~Butts of Upper or Spar Sheerstrake, treble riveted length amidships.~~

Butts of Main Stringer Plate, treble riveted for half length amidships. ~~**Butts of Upper or Spar Stringer Plate,** treble riveted for length.~~

Breadth of laps of plating in double riveting 5½" Breadth of laps of plating in single riveting 3½" (upper edge of Sheerstrake)

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

Waterway, how secured to Beams Gutter Waterway (*Explain by Sketch, if necessary.*)

Beams of the various Decks, how secured to the sides? Welded arms riveted to frames No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark, Best: Plating - Jones Bros & Co. Middlesbro'. J. W. Little

The above is a correct description.

Builder's Signature, Walter Hood & Co *Surveyor's Signature,* Edwards

Surveyor to Lloyd's Register of British and Foreign Shipping.

2000 (9.5.76).

IRON469-0202

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

Do the edges of the carvel work and of the butts fay close together throughout their length without requiring any making good of deficiencies? yes.

Are the fillings between the ribs and plates solid single pieces? yes.

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes. 17385. Iron.

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes.

Do any rivets break into or through the seams or butts of the plating? a few in Corners of Butts.

Masts, Bowsprit, Yards, &c., are Iron & Pitch Pine in good condition, and sufficient in size and length. *If of Iron or Steel give 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 Fore & Main masts are formed of 4 plates 7/16 & 8/16 thick, lands double clencher & butts treble carvel riveted, buttstraps 1/16 thicker than plates. Length - Fore mast 86-4; Main 88-3; - Dia^r - at Cap 19"; at Deck 30", at Heel 27". - (Cont^d below.)

* Tested at Netherton near Dudley by D.G. Lewis's dates 17 & 24 October 1876

* Tested at Netherton near Dudley by D.G. Lewis's dates 21.17.25 October 1876

NUMBER for EQUIPMENT 18896

N°.	SAILS.	CABLES, &c. (State Machine where Tested, Date, & name of Superintdt.)	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.
A double suit	Fore Sails,	* Chain	270 2 pcs.	1 7/8	63 3/4 and 88 1/2 Tons	270 of 1 13/16	59 7/8 and 82 3/4 Tons
	Fore Top Sails,						
	Fore Topmast Stay Sails	chain Hmpn Strm Cbl	90	1" (chain)		1" chain or 10"	
	Main Sails,	Hawser	90	10"		9 1/2	
	Main Top Sails,	Towlines ...	90	6			
and		Warp	90	4 1/2	✓	6"	
		quality Good					

ANCHORS. (State Machine where Tested, Date, & name of Superintdt.)	N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Test req'd per Rule.
* Bowers	3	34.2.13 8.1.18	32.1.3.0	32.0.0	30 2/20 Tons
		33.1.27 8.1.1	30.19.1.0	32.0.0	30 2/20 Tons
		29.3.8 4.0.13	28.10.2.0	27.1.0	26 12/20 Tons.
Stream ...	1	13.2.13	✓	13.0.0	
Kedges ...	2	6.3.4 3.1.11	✓	6.2.0 3.1.0	

Standing and Running Rigging Galv^d Wire & Hemp sufficient in size and Good in quality. She has One 26½ft Long Boat and three other boats.

The Windlass is Good Capstan Good and Rudder Good Pumps 2 r^s of Iron 7" Dia^r Wallace's patent.

Engine Room Skylights. ~~How constructed?~~ ~ ~~How secured in ordinary weather?~~ ~

~~What arrangements for deadlights in bad weather?~~ ~

~~Coal Bunker Openings.~~ ~~How constructed?~~ ~ ~~How are lids secured?~~ ~ ~~Height above deck?~~ ~

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 7 Discharge Ports and 4 Scuppers on each side.

Cargo Hatchways.—How formed? Iron Coamings riveted to Beams & Tie plates.

State size **Main Hatch** 15-6 × 10-0 Forehatch * 3-10 × 5-6 Quarterhatch * 5-0 × 4-0

If of extraordinary size, state how framed and secured? * Medium size: One deep web plate fitted in main Hatch.

What arrangement for shifting beams?

Hatches, If strong and efficient? yes.

Order for Special Survey No. 446

Date 21 Dec^r 1875

Order for Ordinary Survey No. ~

~~Date~~ ~

No. 69 in builder's yard.

DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought } Built under Special Survey and Surveyed as

2nd. On the plating during the process of riveting } follows: Nov^r 26.30: Dec^r 3.6.11.14.17.22.24.27.30 - 1875;

3rd. When the beams were in and fastened, and before the decks were laid.... } Jan^y 7.14.18.19.21.24.26; Feb. 1.10.16.18.21.22.25.29; Mar 1.3.7.8.

4th. When the ship was complete, and before the plating was finally coated or cemented.. } 10.14.15.17.20.23.24.27.29.31; April 4.5.8.11.15.18.22.28; May 9.12.18.

5th. After the ship was launched and equipped 19.22.23.26.31; June 2.5.8.10.13.16.22.26.29; July 4.8.11.13.20.24.26.31; Aug^t 2.9.11.14.31; Sept. 1.5.7.11.12.15.18.21.23.26.28; Oct: 5.12.17.20.25, 27. Nov^r 8.14 1876

General Remarks (State quality of workmanship, &c.)

Mizen mast formed of 4 plates 6/16 × 7/16 thick, lands double clencher - buttstraps treble-riveted and 1/16" thicker than the plates - Length 78-3: Dia^r at Head 16½: Deck 24¼: Heel 21. The Bowsprit is formed of 4 plates 7/16 thick. Lands double clencher, Buttstraps treble-riveted, & 1/16 thicker than plates. Length 42-4. Dia^r. at Cap 20. Bed 25½; Heel 23½. Has a vertical diaphragm plate 10 feet long × 8/16" thick & 2 angle Bars 3½ × 3½ × 8/16. The Fore & Main Lower Yards formed of 2 plate 4/16. 5/16. 6/16 × 7/16 thick, lands single, Buttstraps treble riveted: Doubling plate in way of Slings 10-3 × 7/16. Length 84 ft. - Dia^r at Slings 20½. ends 10¾. The Topsail Yards are formed of 2 plates 4/16. 5/16. 6/16 thick. Lands single. Buttstraps treble & double riveted: Length 70 ft. Dia^r: at Slings 17¾. Ends 8¾". —

The iron used in the construction of this vessel, as well as the Masts & Yards has been carefully tested and found to be of good quality.

The workmanship throughout is very good.

Length of Poop. 48 ft: Forecastle 42 ft

State if ~~one,~~ two, ~~or three,~~ decked vessel, ~~or if spar, or awning decked~~; and the lengths of poop, 48ft forecastle, 42ft ~~or raised quarter deck, and the length of double, or part double bottom.~~

How are the surfaces preserved from oxidation? Inside Red Lead & Portland Cement in flat of bottom Outside Patent Paint

I am of opinion this Vessel should be Classed ✠ 100 A 1

The amount of the Entry Fee ... ...£ 5:0:0 is received by me, J.W. Kettle Nov^r 13 1876

Special ... ...£ 54:12:0

Certificate ... Gratis

(Travelling Expenses, if any, £ None).

J.W. Kettle

Surveyor

Committee's Minute 14th November 18 76

Character assigned 100 A 1

Adopted

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