

# IRON SHIPS.

Rev 6/5/61

No. 3131 Survey held at Shull Date May 3<sup>rd</sup> 1861  
 on the Screw Steamer "Oltion" Master Richard Southby  
 Tonnage <sup>814.84</sup> Gross 900, <sup>87.34</sup> Engine Room 131, <sup>80</sup> Register 768.99 Built at Shull Launched 13<sup>th</sup> Feb<sup>y</sup>  
 When Built 1861 By whom built Messrs Martin Samuelson & Co Owners Martin Samuelson & Co  
 Launched 13<sup>th</sup> February Destined Voyage Shull Baltic  
 Port belonging to Shull  
 Surveyed 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.
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		
Length aloft	270	-	29	-	16	9/10	140	190		

Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.			Inches required per Rule.			Stem, if bar iron, moulding and thickness	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.					
Floors, Size of Angle Iron, and No. <u>150</u> at bottom of Floor Plate	4 1/2	3	7/16	4 1/2	3	7/16	7 1/2	2 1/4	7 1/2	3	X
depth and thickness of Floor Plate at mid line	17		9/16	17		9/16	8	4			X
depth and thickness of Floor Plate at Bilge Keelson	11						7 1/2	2 1/4	7 1/2	3	
Size of Reversed Angle Iron, and No. <u>150</u> at top of Floor Plate	3	2 5/8	7/16	3	3	7/16					
Frames, Size of Angle Iron, single or double	4 1/2	3	7/16	4 1/2	3	7/16					
Reversed Iron, if to every frame	3	2 5/8	7/16	3	3	7/16					
Beams, Deck (No. <u>60</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	3	2 1/2	7/16	3	2 1/2	7/16					
depth & thickness of plate amidships			8/16 full			8/16					
double or single Angle Iron, on lower edge											
average space between	3 feet										
if wood (No. ) sided & moulded											
Hold, or Lower Deck (No. <u>30</u> ) double Angle Iron or Bulb Iron with double Angle Iron on top	3	2 1/2	7/16	3	2 1/2	7/16					
depth & thickness of plate amidships	7		8/16 full			8/16					
double or single Angle Iron, on lower edge											
average space between	3 feet & 6 inches										
if wood (No. ) sided & moulded											
Paddle, wood, sided and moulded or if Iron, size of Plate											
Engine Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	5	3 1/2	8/16	5	4	8/16					
Side or Bilge Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	12		9/16			9/16					
Number	5	3 1/2	8/16	5	4	8/16					

Transoms, material \_\_\_\_\_ or, if none, in what manner compensated for. Plate iron scarf rivetted to ribs

Knight-heads \_\_\_\_\_ Bulkheads, No. Four Thickness of 6/16

Hawse Timbers Double iron are they free from defects? \_\_\_\_\_ how secured to the sides of the ship rivetted between saddle angle iron ribs

The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with ( 3/4 in.) rivets, about ( 7 ) apart.

The reverse angle irons on the floors extend in one length across the middle line from Bilge to Bilge

Keelson, how are the various lengths of plates or angle irons connected? By angle iron

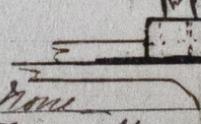
Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ( 1/8 ins.) diameter averaging ( 4 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( 1/2 in.) thick, or clencher, double ~~or single~~ rivetted; rivets ( 7/8 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece ( 9 x 1/8 ) thick, double ~~or single~~ rivetted; rivets ( 7/8 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Edges from bilge to planksheer, worked carvel with a lining piece ( 1/2 in.) thick, double ~~or single~~ rivetted; rivets ( 3/4 in.) diameter, averaging ( 2 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

Butts from bilge to planksheers, worked carvel with a lining piece ( 9 x 9/16 ) thick, or clencher, double ~~or single~~ rivetted; rivets ( 3/4 in.) diameter averaging ( 2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/2 ) Breadth of laps in single rivetting ( 3 1/2 )

Planksheer, how secured to the plating of the sides { Explain by sketch, } 

Waterway { in one, } planksheer and to the Beams { if necessary. }

Side trussing \_\_\_\_\_ breadth and thickness of plates \_\_\_\_\_ how secured? None

Deck trussing Plate iron " 11 by 9/16 " " " Fore & aft outside the Hatchways

Deck Beams, how secured to the side? By three plates rivetted to the ribs

Hold or Lower Deck " By three plates do do

Paddle " " \_\_\_\_\_

No. of breasthooks \_\_\_\_\_ crutches \_\_\_\_\_ how are pointers compensated? By plate iron scarf rivetted to ribs

What description of iron is used for the angle iron and plate iron in the vessel? Plate iron

Builder's Signature  
Martin Samuelson

2416 Iron

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three 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? Solid  
 Do the holes for rivetting plate to frames, lining pieces, 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, Yards, &c., are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
	Fore Sails,	Chain <u>(Admiralty, good)</u> ...	270	1 1/2	Bower, <u>Patent Patent</u> .....	22.2.6
<u>One</u>	Fore Top Sails,	Hempen Stream Cable .....				21.2.1
<u>Suit</u>	Fore Topmast Stay Sails,	Hawser .....	90	8	Stream, .....	One 9.3.14
<u>4</u>	Main Sails,	Towlines .....	90	6		
<u>Sails</u>	Main Top Sails,	Warp .....	100	5	Kedge,.....	One 5.0.14
and		All of <u>good</u> quality.	150	3 1/2		

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has Five Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan good and Rudder good Pumps Four good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.	1st. On the several parts of the frame, when in place, and before the plating was wrought	2nd. On the plating during the progress of rivetting	3rd. When the beams were in and fastened, and before the decks were laid	4th. When the ship was complete, and before the plating was finally coated	5th. After the ship was launched
	<u>1<sup>st</sup> Nov 1860</u>	<u>29<sup>th</sup> "</u>	<u>" " "</u>	<u>31 December "</u>	<u>April 1861</u>

In what manner are the surfaces preserved from oxidation? By red paint

I am of opinion this Vessel should be classed \_\_\_\_\_

The amount of the Fee .....£ 5 : - : - is received by me, Henry Adams

Special .....£ 10 : 10 : -

Certificate (if required) .....£ - : 5 : -

Committee's Minute 7<sup>th</sup> May 1861

Character assigned 1<sup>st</sup> Class

Subject to another Clamp plate, of regular dimensions to that already in use, fitted all four sides to the satisfaction of the Surveyors in the Master's Certificate dated 13<sup>th</sup> May

Approved

Deferred with Surveyors 13<sup>th</sup> May

