

IRON SHIPS.

Revised 6/16/12

No. 7486 Survey held at Sunderland Date 13 June 1882
 on the Screw Steamer "Shoptbury" Master J. McKerman
 Tonnage Gross 680 Engine Room 744 Register 524 Built at Sunderland
 When Built 1882 By whom built J. P. Caswell Owners G. E. Pearson & Co.
 Port belonging to Hull Destined Voyage Baltic
 Surveyed Afloat or in Dry Dock While Building See Note annexed

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.		
210	21	0	20	6	17	11	12	120	120	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	100		100							
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	4	3	7	4	3	7				
depth and thickness of Floor Plate at mid line	20 0		17 0							
depth and thickness of Floor Plate at Bilge Keelson	4 0		4 0							
Size of Reversed Angle Iron, and No. / at top of Floor Plate	3	3	6	3	2 1/2	6				
Frames, Size of Angle Iron, single or double Reversed Iron, if to every frame	4	3	7	4	3	7				
Beams, Deck (No. 49) double Angle Iron or Bulb Iron with double Angle Iron on top	3	2 1/2	5	3	2 1/2	5				
depth & thickness of plate amidships	7 7		7 7							
double or single Angle Iron, Bulb on lower edge	3 feet		3 feet							
average space between	3 feet		3 feet							
if wood (No.) sided & moulded	3		2 1/2		5					
Hold, or Lower Deck (No. 33) double Angle Iron or Bulb Iron with double Angle Iron on top	3	2 1/2	5	3	2 1/2	5				
depth & thickness of plate amidships	7 7		7 7							
double or single Angle Iron, Bulb on lower edge	3 x 6 feet		3 x 6 feet							
average space between	3 x 6 feet		3 x 6 feet							
if wood (No.) sided & moulded	3		2 1/2		5					
Paddle, wood, sided and moulded or if Iron, size of Plate										
Engine										
Keelson, wood, sided & moulded, iron, size of	13		10		4 1/2		0			
Side or Bilge	5	3	7	4 1/2	3 1/2	7				
Number	one on each side									

Transoms, material or, if none, in what manner compensated for:
 Knight-heads None Bulkheads, No. 5 Thickness of 3/8
 Hawse Timbers do are they free from defects? Yes
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4) in. rivets, about (6) in. apart.
 The reverse angle irons on the floors, extend in one length across the middle line from Keel to upper part of Bilge on every frame
 Keelson, how are the various lengths of plates or angle irons connected? With double angle iron at top and bottom 5 x 3 x 7/8
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1/2 x 3/4) ins. diameter averaging (4 x 3) in. from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (3/4) in. diameter, averaging (3) ins. from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (3/8) thick, double or single rivetted; rivets (5/8) in. diameter, averaging (3) ins. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 Edges from bilge to planksheer, worked carvel with a lining piece (1/2) thick, double or single rivetted; rivets (3/4) in. diameter, averaging (3) in. from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No
 Butts from bilge to planksheers, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (3/4) in. diameter averaging (3) ins. from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (3 1/2)
 Planksheer, how secured to the plating of the sides Explain by sketch, With Angle iron 5 x 3 x 7/8
 Waterway, " " planksheer and to the Booms if necessary. Sketch sent
 Side trussing breadth and thickness of plates how secured?
 Deck trussing 10 3/4 x 3/4
 Deck Beams, how secured to the side? With knee plates (asp. 9) and rivetted to the frames.
 Hold or Lower Deck The same as the Deck.
 Paddle " " Four crutches how are pointers compensated? See Johnson's
 No. of breasthooks Four crutches how are pointers compensated? See Johnson's
 What description of iron is used for the angle iron and plate iron in the vessel?
The Angle iron Derwent Iron Co. The plate, D. Jones's Staffordshire & Bolckow & Vaughan's Middlesbrough
 Builder's Signature J. P. Caswell

Workmanship. Are the lands or laps of the clenchwork 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? filled with single pieces

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? A few only

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.	Inches.	N ^o .	Weight.	
	<u>One full suit.</u>					
	Fore Sails,	Chain <u>Tested to Admiralty proof certificate seen</u>	240	1 3/8	Bower,	3 20-1-14
	Fore Top Sails,	Hempen Stream Cable	00	0	✓ 21-2-4	20-1-7
✓	Fore Topmast Stay Sails,	Hawser	70	7/8	Stream,	1 4-2-14
	Main Sails,	Towlines	00	6 1/2		
	Main Top Sails,	Warp	00	5	Kedge,	1 3-1-2
and		All of <u>good</u> quality.	90	4 1/2		

Her Standing and Running Rigging is of New & Strong sufficient in size and good in quality.

She has Two Life Boats ~~Long Boat~~ and Two others

The present state of the Windlass is same 2 Capstans 3 Trucks and Rudder and Pumps sufficient

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 Built under Special Survey from June 10th 1861, to the present date.

The sketch sent herewith has been submitted by the Builder for the approval of the Committee, and their suggestions for giving additional longitudinal strength complied with, the length having exceeded the proportions to which the scantlings in Table G are applicable.

See Secretary's letters of the 7th 11th and 13th of February 1861,

In what manner are the surfaces preserved from oxidation? With Portland Cement inside from Keel to Belges all the remainder inside & outside with Iron Paint

I am of opinion this Vessel should be classed G.A. 1 Thomas Lawrence

The amount of the Fee£ 5 : 4 : 0 is received by me,

Order No. 1089 Special£ 33 : 8 : 0

Certificate (if required)£ . : . : .

Robt. G. Simey

Committee's Minute 17th June 1862

Character assigned A 1 for 9 Years

I am of opinion
this vessel is eligible
to be classed as A 1
because the
her cables being according
to Rule
16 June 1862