

IRON SHIPS.

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 1862 By whom built J. P. Casella Owners G. C. 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	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
200			20		6	17			17			120	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	100		100								
Floors, Size of Angle Iron, and No. / at bottom of Floor Plate	Inches in Ship.	Inches required per Rule.	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	"	"	4	3	7	4	3	7					
Reversed Iron, if to every frame	"	"	3	3	6	3	2 1/2	6					
Beams, Deck (N ^o . 49) double Angle Iron	"	"	3	2 1/2	5	3	2 1/2	5					
Bulb Iron with double Angle Iron on top	"	"	7	7	"	7	7						
depth & thickness of plate amidships	"	"	3 feet		3 feet								
double or single Angle Iron	"	"	3	2 1/2	5	3	2 1/2	5					
Bulk on lower edge	"	"	3 x 6 feet		3 x 6 feet								
average space between	"	"	3 feet		3 feet								
if wood (N ^o .) sided & moulded	"	"	3	2 1/2	5	3	2 1/2	5					
Hold, or Lower Deck (N ^o . 33) double Angle Iron or Bulb Iron with double Angle Iron on top	"	"	7	7	"	7	7						
depth & thickness of plate amidships	"	"	3 x 6 feet		3 x 6 feet								
double or single Angle Iron	"	"	3	2 1/2	5	3	2 1/2	5					
Bulk on lower edge	"	"	3 x 6 feet		3 x 6 feet								
average space between	"	"	3 feet		3 feet								
if wood (N ^o .) sided & moulded	"	"	3	2 1/2	5	3	2 1/2	5					
Paddle, wood, sided and moulded	"	"	7	7	"	7	7						
or if Iron, size of Plate	"	"	7	7	"	7	7						
Engine	"	"	7	7	"	7	7						
Keelson, wood, sided & moulded, iron, size of	"	"	13	13	0	13	13	0					
Intercostal plate, if Box, give sketch & dimensions	"	"	5	3	7	4 1/2	3 1/2	7					
Side or Bilge	"	"	5	3	7	4 1/2	3 1/2	7					
Number	"	"	5	3	7	4 1/2	3 1/2	7					
Transoms, material	or, if none,	in what manner compensated for											
Knight-heads	"	"											
Hawse Timbers	"	"											
The Frames or Ribs extend in one length from	Keel	to Gunwale											
The reverse angle irons on the floors, extend in one length across the middle line from		to upper part of Bilge on every frame											
Keelson, how are the various lengths of plates or angle irons connected?	With double angle irons 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	(in.) 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	(in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.											
Butts from bilge to planksheers, worked carvel with a lining piece	(3/8) thick, or clencher, double or single rivetted; rivets (3/8 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 Beams	if necessary.	Sketch sent											
Side trussing, breadth and thickness of plates	how secured?												
Deck trussing	"	"											
Deck Beams, how secured to the side?	With knee plates (as p. 9) and rivetted to the frames,												
Hold or Lower Deck	"	"											
Paddle	"	"											
No. of breasthooks	Four	crutches											
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												

IRON 435-0459

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? Skid 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.**

N^o. One full suit.
Fore Sails,
Fore Top Sails,
✓ Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

and

CABLES, &c.

Tested to Admiralty proof
Certificates seen
Chain 240 1 1/2
Hempen Stream Cable 00 0
Hawser 70 7/8
Towlines 00 6 1/2
Warp 00 5
All of good quality. 90 4 1/2

ANCHORS, and their weights.

N^o. 3 20-1-14
✓ 21-2-4
✓ 20-1-7
Bower,
Stream, 1 1/2 4-2-14
Kedge, 1 1/2 3-1-2

Her Standing and Running Rigging is of New & Hemp 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 Winches 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 Jan 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 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 A 1

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

Order No. 1089 Special £ 33 : 8 :

Certificate (if required) £ : : :

Committee's Minute 17th June 1861

Character assigned A 1 for 9 Years

Thos. Lawrence
Robt. G. Simey

I am of opinion
this Vessel is eligible
to be classed as above
recommended A 1
her cables being according
to Rule
16 June 1861