

No. 2804 Survey held at Ramsey Date 3rd May 1858
 on the Iron Steamer "Hopsefield" Master Hamlyn
 Tonnage under tonnage deck 415.21 Built at Ramsey When built 1808 Launched April 9th
 Ditto of poop 4.30 or spar deck 25.58 By whom built Sturgeson Coulborn Owners Sutton & Co
 Ditto of engine room 4.8 For what service London Destined Voyage Dominica
 Total Register tonnage 444.89 Gross tonnage 444.89
 Surveyed while Building, Afloat, or in Dry Dock Whilst Building and afloat

Length aloft 157.1 Extreme Breadth 22.2 Depth from top of Upper Deck Beam to top of Floor 16.3 Power of Engines ✓ No. of Decks 7

Dimensions of Ship per Register, length 157.1 breadth 22.2 depth 16.2

	Inches in Ship.	Inches required per Rule.		Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
Keel, if bar iron, depth and thickness	4x2 3/4	6 3/4 x 2 1/2	Plates in Garboard Strakes, breadth and thickness	39	1 1/16	24	1 1/16
" if plate iron, breadth and thickness			Ditto from Garboard to upper part of Bilges		9/16		9/16
Stem, if bar iron, moulding and thickness	4x2 3/4	6 3/4 x 2 1/2	" from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		9/16		9/16
" if plate iron, breadth and thickness			" from 3/4ths depth of Hold to lower edge of Sheerstrake		3/16		3/16
Stern-post, if bar iron, moulding and thickness	4x2 3/4	6 3/4 x 2 1/2	" Sheerstrake, breadth and thickness	39	9/16	24	9/16
" " if plate iron, breadth and thickness			Butt Straps to outside plating, breadth and thickness	4 1/2	1 1/16	4 1/2	1 1/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	21	1/16	21	1/16
Frames, Size of Angle Iron, single or double	3 1/2 x 3	4/16 x 2 3/4	Angle Iron on ditto	4 x 3	1/16	4 x 3	1/16
" " Reversed Iron, to every frame and or every other frame	2 1/2 x 2 1/2	9/16 x 2 1/2	Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	10 1/2	1/16	10 1/2	1/16
Floors, depth and thickness of Floor Plate at mid line	10 1/2	3/16 x 18 1/2	Diagonal Tie Plates on ditto	10 1/2	1/16	10 1/2	1/16
" Ditto ditto at Bilge Keelson	6	3/16	Planksheer, materials and scantlings	Iron Planks			
" Size of Reversed Angle Iron, and No. 1 1/2 at top of Floor Plate	2 1/2 x 2 1/2	9/16 x 2 1/2	Waterway ditto ditto	Sutton			
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	4	3/16	Flat of Upper Deck, thickness and material	1 1/2 Pine 3 1/2 3			
" " double or single Angle Iron, on Upper edge	2 1/2 x 2 1/2	9/16 x 2 1/2	" " how fastened to Beams	nut and screw bolts			
" " average space between	3.6	3.6	Ceiling betwixt Decks and in Hold, thickness and material	2 Oak & Red Pine			
" Hold, or Lower Deck (N ^o .) double Angle Iron, Plate, or Bulb Iron	See substitution in Midship section			Clamps or Spirketting ditto	1 1/2		
" " double or single Angle Iron on edge				Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	✓		
" " average space between				Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	✓		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron				Stringers in Hold	✓		
" Engine " " " "				Flat of Lower Deck, thickness and material	✓		
Keelson, single or double plate, box, or intercostal				Main piece of Rudder, diameter at head	4 1/4 x 4 1/4		
" Size of Plates	12 3/4	10/16 x 12 1/2	" " " at heel	2 1/2 x 2 1/2			
" Size of Angle Irons	4 x 3	9/16 x 4 x 3	(Can the Rudder be unshipped afloat)	Yes			
" Side, single or double, plate, box, or intercostal				Bulkheads, N ^o . 2 Thickness of	9/16 x 5/8		
" Bilge (No. 1) at each Bilge, single, or double, plate, or box	4 x 3	9/16 x 4 x 3	" Height up	to height of Hold Beam stringer			

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

Knight-heads, and Hawse Timbers Plates and frames

The Frames extend in one length from keel to gunwale rivetted through plates with (3/8 in.) rivets, about (5 in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from stringer to above the Hold Beam

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

Plates, Garboard, double rivetted to keel, double at upper edge, with rivets (1 1/4 ins.) diameter, averaging (3 1/2 ins.) apart.

" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

" Butts from Keel to turn of bilge, worked carvel with butt straps (9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No

" Edges of Sheerstrake, double or single rivetted? At upper edge Single At lower edge Double

" Butts from bilge to planksheers, worked carvel with butt straps (9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (5/8 in.) Breadth of laps in single rivetting (3/4 in.)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double Rivetted

Planksheer, how secured to the plating of the sides Iron Bulwarks

Waterway " " planksheer and to the Beams Butts Waterway

Deck Beams, how secured to the side? Welded and rivetted to the frames

Hold or Lower Deck ditto

Paddle " " No. of breasthooks 3 crutches 3

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

Manufacturer's name or trade mark

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

Builder's Signature Sturgeson Coulborn Surveyor's Signature J. H. Little



6205 5m

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? Yes
 Do the lables for rivetting 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 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 in Corners of Butts

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

The Masts for the Main are Iron formed of 3 plates 7/16 thick, one plate at Head 7/16 thick. Lards single clincher. Butts double Carvel rivetted.

She has SAILS.

No.	Description	Fathoms.	Inches.	Tested to Tons.	No.	Weight.	Tested to Tons.
	Fore Sails,	Chain	270	1 1/16	3	16.5.2	16.5.0
	Fore Top Sails,	Heaven Stream Cable	00	3/4	1	16.5.0	16.5.0
	Fore Topmast Stay Sails,	Hawser	80	8 1/2			
	Main Sails,	Towlines	80	6 1/2	1	16.5.0	16.5.0
	Main Top Sails,	Warp	80	5 1/2			
	All of <u>Good</u> quality.				2	1.3.12	3.15.2.2

Her Standing and Running Rigging Good sufficient in size and Good in quality.

She has One 21.0 Long Boat and One 21.0 Life Boat. One 21.0 Pig

The present state of the Windlass is 1 Capstan Iron and Rudder New Pumps 4 Blue & efficient

Order for Special Survey DATES of
 No. 521 Surveys held 1
 Date Decr 9/67 while building
 Order for Ordinary Survey as per
 No. 1
 Date 1868 Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought Built
 2nd. On the plating during the progress of rivetting under special survey
 3rd. When the beams were in and fastened, and before the decks were laid from the frame
 4th. When the ship was complete, and before the plating was finally coated 1868
 5th. After the ship was launched the 5th May 1868

State if she has a Spar Deck No Poop Yes or Forecastle Yes

General Remarks, This vessel is built in conformity with plans submitted and sanctioned as per Secretary's letter dated Decr 31/67
Has a stringer in lieu of Hold Beams 12 x 1 1/16, with three angle Bars 4 x 3 x 7/16. Has 2 Hold Beams fitted to fore and main masts formed of Bulb Bar 4 x 7/16 with two angle Bars 2 1/2 x 2 1/2 x 7/16. The Butt straps to sheentake are extended from frame to frame; and the vessel is close ceiled with 2" plank to a height of 4' 0" above gun of Bulge, and the ceiling is fitted in hatches in flat of bottom

In what manner are the surfaces preserved from oxidation? Inside Portland Cement and Red Lead
 Ditto ditto Outside Red Lead and Patent Paint

I am of opinion this Vessel should be Classed A 1
 The amount of the Fee £ 5 : : : is received by me,

Special £ 32 : 14 :
 Certificate (if required) £ 20

Committee's Minute 8th May 1868

Character assigned A 1
A & C, MAS

J. W. Kettle
 This Sailing Vessel built of Iron appears eligible for Classification as recommended above.
 J. W. Kettle
 11/5/68

Mr. J. W. Kettle
 Gordon
 Mr. J. W. Kettle
 11/5/68