# IRON SHIP.

(22nd FEB. 83) 83553

No. 83553 Survey held at Port Glasgow. Date, First Survey 19th June 82 Last Survey 19th Feby 18 83 (32 visits)

On the Ship "Shandon"

| | |
|---|---|
| **TONNAGE** under Tonnage Deck | 1327·60 |
| Ditto of Third, Spar, or Awning Deck. | |
| Ditto of Poop, ~~or Raised Qr. Dk.~~ | 72·91 |
| Ditto of Houses on Deck | 41·96 |
| Ditto of Forecastle | |
| Gross Tonnage | 1442·47 |
| Less Crew Space | 45·17 |
| Less Engine Room | |
| Register Tonnage as cut on Beam | 1397·30 |

Official Number

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

| | Feet. |
|---|---|
| **Half Breadth** (*moulded*) | 18·85 |
| **Depth** *from upper part of Keel to top of Upper Deck Beams* | 23·7 |
| **Girth** *of Half Midship Frame (as per Rule)* | 37·35 |
| **1st Number** | 79·9 |
| **1st Number,** *if a* **3-Decked Vessel** .. *deduct 7 feet* | |
| **Length** | 234 |
| **2nd Number** | 1869·6 |
| **Proportions**— *Breadths to Length* | 6·2 |
| *Depths to Length—Upper Deck to Keel* | 9·8 |
| *Main Deck ditto* | |

Master E. J. Pasifull

Built at Port Glasgow.

When built 1882-83. Launched 22nd June 83

By whom built Robt Duncan & Co

Owners Thom & Cameron

Residence Clapside Oc Glasgow

Port belonging to Glasgow

Destined Voyage Honolulu & San Francisco

If Surveyed while Building, Afloat, or in Dry Dock. Whilst Building & afloat.

**LENGTH** on deck as per Rule ... Feet. 234 Inches. –

**BREADTH**— Moulded... ... Feet. 37 Inches. 7

**DEPTH** top of Floors to Upper Deck Beams ..... Do. do. Main Deck Beams ..... Feet. 21 Inches. 8½

Power of Engines ... ... Horse. ✓

N°. of Decks with flat laid Two

N°. of Tiers of Beams Two

*Dimensions of Ship per Register,* length 245·9 breadth, 37·8 depth, 21·25

| | Inches in Ship. | | | Inches per Rule. | | |
|---|---|---|---|---|---|---|
| | | | | ~~Angle Keel~~ | | |
| **KEEL,** depth and thickness | 12 × 1⅞ | | | 12 × 1⅞ | | |
| **STEM,** moulding and thickness | 12 × 1⅞ | | | 12 × 1⅞ | | |
| **STERN-POST** for Rudder do. do. | 9 × 2½ | | | 9 × 2½ | | |
| " " for Propeller | | | | | | |
| Distance of Frames from moulding edge to moulding edge, all fore and aft | 24 | | | 24 | | |
| | | | | (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 ⅗ length amidships | 5 | 3 | 8 | 5 | 3 | 8 |
| Do. for ⅕ at each end | 5 | 3 | 7 | 5 | 3 | 7 |
| **REVERSED FRAMES,** Angle Iron | 3½ | 3 | 8 | 3½ | 3 | 8 |
| **FLOORS,** depth and thickness of Floor Plate at mid line for half length amidships | 24 | – | 10 | 24 | – | 10 |
| " thickness at the ends of vessel | – | – | 8 | – | – | 8 |
| " depth at ¾ the half-bdth. as per Rule | 12 | – | – | 12 | – | – |
| " height extended at the Bilges | 48 | – | – | 48 | – | – |
| **BEAMS, Upper, ~~Spar, or Awning~~ Deck** Single ~~or d'ble Ang. Iron~~, Plate ~~or Tee~~ Bulb Iron | 8½ | – | 8 | 8½ | – | 8 |
| ~~Single or~~ double Angle Iron on Upper edge | 3 | 3 | 7 | 3 | 3 | 7 |
| Average space | 48 | – | – | 48 | – | – |
| **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**— Single ~~or d'ble Ang. Iron~~, Plate ~~or Tee~~ Bulb Iron | 9 | – | 9 | 9 | – | 9 |
| ~~Single or~~ double Angle Iron on Upper Edge | 3½ | 3 | 7 | 3½ | 3 | 7 |
| Average space | 48 | – | – | 48 | – | – |
| **BEAMS, Hold, or Orlop**— Single or d'ble Ang. Iron, Plate or Tee Bulb Iron | – | – | – | – | – | – |
| Single or double Angle Iron on Upper Edge | – | – | – | – | – | – |
| Average space | – | – | – | – | – | – |
| **KEELSONS** Centre line, single ~~or double~~ plate, ~~box, or Intercostal, Plates on floors~~ | 17 | – | 12 | 17 | – | 12 |
| " Rider Plate | 10¾ | – | 12 | 10¾ | – | 12 |
| " Bulb Plate to Intercostal Keelson | – | – | – | – | – | – |
| " Angle Irons | 5 | 4 | 9 | 5 | 4 | 9 |
| " Double Angle Iron Side Keelson | 5 | 4 | 9 | 5 | 4 | 9 |
| " Side Intercostal Plate | – | – | 8 | – | – | 8 |
| " do. Angle Irons | – | – | – | – | – | – |
| " Attached to outside plating with angle iron | 3 | 3 | 7 | 3 | 3 | 7 |
| **BILGE** Angle Irons | 5 | 4 | 9 | 5 | 4 | 9 |
| " do. Bulb Iron | – | – | – | – | – | – |
| " do. Intercostal plates riveted to plating for ..... length | – | – | – | – | – | – |
| **BILGE STRINGER** Angle Irons | 5 | 4 | 9 | 5 | 4 | 9 |
| Intercostal plates riveted to plating for ..... length | – | – | – | – | – | – |
| **SIDE STRINGER** Angle Irons | – | – | – | – | – | – |

| | Inches. In Ship. | 16ths. In Ship. | Inches. per Rule | 16ths. per Rule |
|---|---|---|---|---|
| | | | ~~Angle Keel~~ | |
| Flat Keel Plates, breadth and thickness | – | – | – | – |
| **PLATES** in Garboard Strakes, br'dth & thickness | 44 | 11 | 44 | 11 |
| " From Garboard to upper part of Bilges | – | 10 | – | 10 |
| " Of d'bling at Bilge, or increased thickness, and length applied 3 Strakes ½ Bilge | – | 11 | – | 11 |
| " From up. prt of Bilge to lr. edge of Sh'rstrake | – | 10 | – | 10 |
| " Main Sheerstrake, breadth and thickness | 40 | 12 | 40 | 12 |
| " Of d'blng at Sh'stk. & lng. applied | – | – | – | – |
| " From M'n. to Upr. or Spar Dk. Sh'rstrake | | | – | – |
| " Up. or Spar Dk Sh'rstrake, brdth & thickn'ss | 11½. 17. | 1. 9 | 11¼. | 16¾ |
| Butt Straps to outside plating, breadth & thickness | 8. 12. | 13. 14 | 8. 10. | 12. 13. |
| Lengths of Plating Seven frame spaces | | | 5 & 6 spaces | |
| Shifts of Plating, and Stringers 2. 3 & 4 do | | | 2 & 3 do | |
| Gunwale Plate on ends of ~~Awning, Spar, or~~ Upper Deck Beams, breadth and thickness | 33 | 10 | 33 | 10 |
| Angle Iron on ditto | 5×4×9 | | 5×4×9 | |
| Tie Plates fore and aft, outside Hatchways | 13 | 10 | 13 | 10 |
| Diagonal Tie Plates on Beams No. of Pairs Six | 13 | 10 | 13 | 10 |
| Flat of Up., ~~Spar, or Awning~~ Dk.* Yellow Pine | 4 | – | 4 | – |
| How fastened to Beams ... G. Bolts | – | 9 | – | |
| Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness | – | – | – | – |
| *Is the Stringer Plate attached to the outside plating?* | – | – | – | – |
| Angle Irons on ditto, No. | – | – | – | – |
| Tie Plates, outside Hatchways | – | – | – | – |
| Diagonal Tie Plates on Beams, No. of pairs | – | – | – | – |
| Flat of Middle Deck* do. do. | – | – | – | – |
| How fastened to Beams | – | – | – | – |
| Stringer Plates on ends of Lower Deck, Hold or Orlop Beams | 33 | 9 | 33 | 9 |
| *Is the Stringer Plate attached to the outside plating?* | yes | | As reqd | |
| Angle Irons on ditto, No. 2. | 4×4×9 | | 4×4×9 | |
| Stringer or Tie Plates, outside Hatchways | 13 | 9 | 13 | 9 |
| Flat of Lower Deck* Yellow Pine | 3 | | | |
| Three pairs of diagl tie plates | 13 | 9 | 13 | 9 |
| Ceiling betwixt Decks, thickness and material | 2 | – | | – |
| " in hold do. do. | 2½ | – | 2½ | – |
| Main piece of Rudder, diameter at head | 6 | – | 6 | – |
| do. at heel | 3 | – | 3 | – |
| *Can the Rudder be unshipped afloat?* Yes. | – | – | – | – |
| Bulkheads No One No. per Rule One | – | – | – | – |

" Thickness of 7/16 ~~7/16~~

" Height up upper deck

" How secured to sides of ship Double Frames.

" Size of Vertical Angle Irons 3½×3×7/16 and distance apart 30 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes.

*State clearly where plating is of alternate thicknesses—as distinguished from diminished thickness at ends of vessel.*

* *If Iron Deck, state if whole or part, and if wood deck is laid thereon.*

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 ins apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Gunwale at ~~every~~ 2nd frame ~~alternately~~

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

**PLATING. Garboard,** ~~double~~ treble riveted to Keel, with rivets 1⅛ in. diameter, averaging 5⅝ ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3¾ ins. from centre to centre.

" **Butts from Keel to turn of Bilge,** worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3½ ins. from centre to centre.

" **Butts** of Four Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

" **Edges from Bilge to Main Sheerstrake,** worked clencher, double ~~or single~~ riveted; with rivets 7/8 in. diameter, averaging 3¾ ins. from cr. to cr.

" **Butts from Bilge to Main Sheerstrake,** worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3½ ins. from cr. to cr.

" **Edges of Main Sheerstrake,** double or single riveted. ✓ **Upper Sheerstrake,** double ~~or single~~ riveted.

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

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

" Breadth of laps of plating in double riveting 5¼ Breadth of laps of plating in single riveting ✓

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Dble & Dble No. of Breasthooks, Four. Crutches, Four.

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

Manufacturer's name or trade mark, Angles Brown & Phoenix, Bulbs & Dble Plates - Skerne & Stockton Plates Stockton

*The above is a correct description.*

*Builder's Signature,* Robt Duncan & Co *Surveyor's Signature,* J. Dawkins

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

(Form No. 1 for Iron Ships—1000—24/5/81.)

ROBERT TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

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Grk299-0169

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

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? Yes a few in the butts

Masts, Bowsprit, Yards, &c., are Iron & Steel 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 Material - Clyde

| | Ft | Partners | Keel | Hounds | Head | |
|---|---|---|---|---|---|---|
| Fore Mast | 82-6 long, | 30 × 5/16; | 23 × 7/16; | 24 × 6/16; | 21 × 6/16 | Each formed with 3 plates in the round, main strake |
| Main — " — | 84-8 — " — | 30 | 30 | 30 | 30 | having 4 angles & mizen 3 angles full length, each 3 × 3 × 6/16 |
| Mizen — " — | 75-11 — " — | 27 × 7/16; | 21 × 6/16; | 22 × 6/16; | 19 × 6/16 | edges double, butts treble & double, butt straps rivetted 7/16 & doubled at wedging. |

Bowsprit, outside bed 23 ft. 30 × 5/16 28 × 7/16 — 24½ × 7/16 formed with 3 plates & angle 4 × 3½ × 7/16. diaphragm plate 8 ft × 5/16. Edges & butts as in mast & doubled at wedging

**NUMBER for EQUIPMENT** 19943

| SAILS. No. | CABLES, &c. | Fathoms. | Inches. | Test per Certificate. | Inches per Rule. | Machine where Tested & Suprntdt. |
|---|---|---|---|---|---|---|
| | Chain .... 9/16 (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.) | 135⅓ | 1⅞ | 63-5-0-0 | Fatt | D. J. Lewis |
| Fore Sails, | | 134⅔ | — " — | 88-10-0-0 | 270-1⅞ | Netherton |
| Fore Top Sails, | Iron Stream Chain or ~~Steel Wire~~ .. | 75 | 1 | 18 × 27 | 75-1 | |
| Fore Topmast Stay Sails, | or Hempen Strm Cable ..... | | | | | |
| | Towline, Hemp. | 25 | 11 | | 90-11 | |
| Main Sails, | ~~or~~ Steel Wire .. | 90 | 3½ | 26 Tons | 3½ | |
| | Hawser ..... | 90 | 10½ | | 90-10 | |
| Main Top Sails, | Warp ..... | 90 | 6 | | 90-6 | |
| and | quality Good | 60 | 4 | | | |

| ANCHORS. | No. | Weight. Ex. Stock. | Test per Certificate | W'ght req'd per Rule. | Machine where Tested & Suprntdt. |
|---|---|---|---|---|---|
| Bower Anchors (State Machine where Tested, Date, or No. of Certificate, & Name of Superintendant.) | 14250 | 35-1-2 | 32-13-0-14 | 35-0-0 | D. J. Lewis |
| | 14287 | 34-2-5 | 32-1-3-14 | 34-0-0 | Netherton |
| | 14303 | 30-0-24 | 28-16-1-0 | 30-0-0 | |
| | Total | 100-0-3 | Total | 97-0-0 | |
| Stream Anchor | 14302 | 10-2-8 | 8-10-3-21 | 10-3-0 | do |
| Kedge .. | 14289 | 6-1-28 | 12-2-0 | 5-2-0 | do |
| 2nd Kedge .. | 14255 | 2-1-24 | 5-0-0-0 | 2-2-0 | do |

B. Stanford & Wire manila & Hemp sufficient in size and Good in quality. She has One Lifing Boat and 3 others

Standing and Running Rigging

The Windlass is Good Capstan Good and Rudder Good Pumps Good & sufficient

**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? Five ports, each 30 × 21 & 4 Scuppers each side

**Cargo Hatchways.**—How formed? Coaming plates 5/16 thick & 7" above D^k riveted to Beams & half beams

State size **Main Hatch** 16 ft × 11-0 Forehatch 7 ft × 6 ft Quarterhatch 7 ft × 6 ft

If of extraordinary size, state how framed and secured? Ordinary.

What arrangement for shifting beams? A deep web plate in the main to hold fore & aft beams in each

**Hatches,** If strong and efficient? Yes 3/4 solid

Order for Special Survey No. 1114 Date 12th July 1882

Order for Ordinary Survey No. — Date —

No. 186 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 } Specially Surveyed 1882 - June 19. 21. 27. Aug 14. 16. 18. 23. 30. 31. Sept 7. 11. 21. Oct 4. 6. 10. 17. 20. 24. 27. Nov 6.

2nd. On the plating during the process of riveting

3rd. When the beams were in and fastened, and before the decks were laid.... } 10. 13. 20. 30. Dec 6. 15.

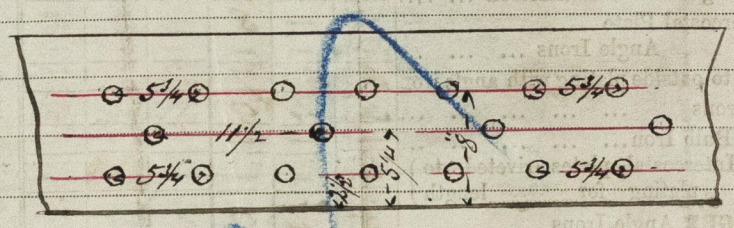
4th. When the ship was complete, and before the plating was finally coated or cemented.. } 1883 - Jany 11. 15. 25. 26; Feby 1. 19.

5th. After the ship was launched and equipped

**General Remarks** (State quality of workmanship, &c.) Quality of materials & workmanship Good

This Vessel has been built in accordance with the accompanying sketches showing Midship Section, Deck plans & Painting arrangements as shown, and in all other respects with the requirements of the Rules

The riveting of Keel as shown →




Poop 35 ft 6 ins enclosed from above, having iron B^ks properly stiffened, at front

Forecastle 27 ft. Houses at wings, otherwise the front is open.

*State ~~if one~~, two, ~~or three~~ decked vessel, ~~or if spar or awning decked~~; and the lengths of poop, ~~bridge~~, forecastle, ~~or raised quarter deck~~. (~~If double bottom, state particulars on separate form.~~)*

How are the surfaces preserved from oxidation? Inside Cement & Paint Outside Paint (Baird's)

I am of opinion this Vessel should be Classed ✠ 100 A1

The amount of the Entry Fee ... ...£ 5 : " : " is received by me,

Special ... ...£ 59 : 18 : 6 21st July, 1883

Certificate ... Gratis

(to be sent as per margin).

(Travelling Expenses, if any, £ 0-16-0).

J. Dankins

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

It is submitted that this vessel appears worthy the favorable consideration of the Committee to be classed 100 A 1 as recommended

Committee's Minute Friday, 25rd February 1883.

Character assigned 100 A 1 Poop

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Reference should be made to any correspondence connected with the case.

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