

# IRON SHIPS.

Rec 2/12/72

No. 6271 Survey held at Port Glasgow Date, First Survey 2<sup>nd</sup> April Last Survey 21<sup>st</sup> November 1872

On the Screw Steamer "Shoreham" Master Charles Benetke

Tonnage under Tonnage Deck	ONE, OR TWO DECKED, SPAR OR AWNING DECKED VESSEL.	THREE DECKED VESSELS.
<u>423.85</u>	Half moulded breadth.... <u>14.26</u>	Total Depth if three or more Decks.....
Ditto of Third Spar, or Awning Deck.	Depth from upper part of Keel to top of Upper Deck Beams..... <u>15.1</u>	Total Girth of Half Mid-ship Frame.....
Ditto of <u>Raised Qr. Dk.</u>	Girth of Half Midship Frame (as per Rule).... <u>26.2</u>	3rd Number.....
Ditto of Houses on Deck.... <u>5.9</u>	1st Number..... <u>55.55</u>	Length.....
Ditto of Forecastle <u>13.38</u>	Length..... <u>156.9</u>	
Gross Tonnage <u>490.52</u>	2nd Number.... <u>8415.49</u>	4th Number....
Crew Space, as per Rule	Depths to Length. <u>10.32</u>	Breadths to Length..... <u>5.5</u>
Register Tonnage, as a Beam... <u>142.64</u>		
Engine Room <u>317.88</u>		
Register Tonnage, as a Steamer, out on Beam		

Built at Port Glasgow  
 When built 1872 Launched 30<sup>th</sup> August 72  
 By whom built Messrs Macfarlane & Co  
 Owners Stevenson Clark & Co  
 Port belonging to London  
 Destined Voyage Casting  
 Surveyed while Building Afloat, or in Dry Dock.

Length on deck as per Rule, 156.10 Feet. Inches. Moulded Breadth, 20.6 Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 13.11 Feet. Inches. Power of Engines, 400 Horse. N<sup>o</sup>. of Decks with flat laid One N<sup>o</sup>. of Tiers of Beams One

Dimensions of Ship per Register, length, 159.2 breadth, 20.7 depth, 13.7

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness.....			Flat Keel Plates, breadth and thickness.....	<u>30</u>	<u>10</u>
Do. if centre through plate, depth and thickness.....			Plates in Garboard Strakes, breadth and thickness.....	<u>44</u>	<u>8</u>
Stem, if bar iron, moulding and thickness.....	<u>6 1/2 x 1 1/8</u>	<u>6 1/2 x 1 1/8</u>	Do. from Garboard to upper part of Bilges..		<u>4</u>
Stern-post for Rudder do. do. ....	<u>6 1/2 x 4</u>	<u>6 1/2 x 4</u>	Do. of doubling at Bilge, or increased thickness, and length applied.....		
Stern-post for Propeller.....			Do. fm up. part of Bilge to lr. edge of Sh'rstrake		<u>6</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft.....	<u>22</u>	(Class <u>90A</u> )	Do. Main Sheerstrake, breadth and thickness.....	<u>30</u>	<u>9</u>
			Do. of d'bling at Sh'rstrake, & length applied	<u>9 1/2</u>	<u>6</u>
Frames, size of Angle Iron, for 1/2 length amidships	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Do. from Mn. to Up. or Spar Dk. Sh'rstrake.		
Do. for 1/4 at each end.....	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness		
Reversed Frames, size of Angle Iron.....	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	Butt Straps to outside plating, breadth & thickness	<u>14 1/2 x 1 1/2</u>	<u>11 1/2 x 1 1/2</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships.....	<u>15 1/2 x 6</u>	<u>15 1/2 x 6</u>	Lengths of Plating.....	<u>5 spaces</u>	<u>5 spaces</u>
Do. at the ends.....	<u>10 1/2 x 5</u>	<u>10 1/2 x 5</u>	Shifts of Plating, and Stringers.....	<u>2</u>	<u>4</u>
Do. do. do. at Bilge Keelson	<u>8 x 6</u>	<u>8 x 6</u>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness..		
Do. height extended at the Bilges.....	<u>31</u>	<u>31</u>	Angle Iron on ditto.....		
Beams, Upper, Spar, or Awning Deck (No. ) single or double Angle Iron, Plate or Tee Bulb Iron.....			Tie Plates (fore and aft), outside Hatchways....		
Single or double Angle Iron on Upper edge.....			Diagonal Tie Plates on Beams (No. of Pairs, )		
Average space.....			Planksheer material and scantling.....		
Beams, Main or Middle Deck (No. ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>4 x 4</u>	<u>4 x 4</u>	Waterways do. do. ....		
Single, or double Angle Iron, on Upper Edge ..	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>	Flat of Upper Deck do. do. ....		
Average space.....	<u>44</u>	<u>44</u>	How fastened to Beams.....		
Beams, Lower Deck, Hold or Orlop (No. ) single or d'ble Ang. Iron, Plate or Tee Bulb Iron			Stringer Plate on ends of Main Middle Deck Beams, breadth and thickness.....	<u>3 1/2 x 7</u>	<u>3 1/2 x 7</u>
Single or double Angle Iron on Upper Edge....			(Is the Stringer Plate attached to the outside plating?)	<u>yes</u>	<u>yes</u>
Average space.....			Angle Irons on ditto (No. One).....	<u>3 1/2 x 3 x 6</u>	<u>3 1/2 x 3 x 6</u>
Keelson Centre line, single or double plate, } Intercoastal, size of Plates.....	<u>20 1/2 x 6</u>	<u>20 1/2 x 6</u>	Tie Plates, outside Hatchways.....	<u>10 x 4</u>	<u>10 x 4</u>
Do. Bulb Plate to Intercoastal Keelson.....			Diagonal Tie Plates on Beams (No. of pairs, )		
Do. Size of Angle Irons <u>three in 11</u>	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Waterways materials and scantlings.....	<u>Iron gutter</u>	
Do. Side Intercoastal Keelson, size of Plates..			Flat of Middle Deck do. do. <u>yellow pine 3 1/2</u>		
Do. Angle Irons on tops of Floors <u>double</u>	<u>3 x 3</u>	<u>3 x 3</u>	How fastened to Beams.....	<u>By screw bolts with nuts</u>	
Do. Bilge Keelson, Bulb Iron.....	<u>6 1/2 x 6</u>	<u>6 1/2 x 6</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams.....		
Do. do. Intercoastal plates riveted to plating for length			(Is the Stringer Plate attached to the outside plating?)		
Do. Bilge do. Angle Irons.....	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Angle Irons on ditto (No. ).....		
Side Stringers (No. One) size of Angle Irons	<u>3 1/2 x 3</u>	<u>3 1/2 x 3</u>	Stringer or Tie Plates, outside Hatchways....		
Do. Intercoastal plates riveted to plating for bulb iron for 1/2 length.	<u>7 x 7</u>	<u>7 x 7</u>	Flat of Lower Deck.....		
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.			Ceiling betwixt Decks, thickness and material..	<u>Cottons</u>	
Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>			Do. in hold do. do. <u>2 1/2</u>	<u>2 1/2</u>	
Windlass <u>Harfield's Patent</u> Pall Bitt			Main piece of Rudder, diameter at head.....	<u>4 1/2</u>	<u>4 1/2</u>
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u>			Do. do. at heel.....	<u>2 1/2</u>	<u>2 1/2</u>
The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line <u>to above turn of Bilge</u>			(Can the Rudder be unshipped afloat? <u>yes</u> )		
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>yes</u>			Bulkheads No. <u>4</u> Thickness of <u>5/16</u>		<u>5/16</u>
Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3 1/4</u> ins.) from centre to centre.			Do. Height up <u>to Main Deck</u>		
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3 1/4</u> ins.) from centre to centre.			Do. How secured to the sides of the ship <u>2 with double frames &amp; 3 with bracket plates</u>		
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( <u>8 x 4</u> ) thick, double or single Riveted; with Rivets ( <u>3/4</u> in.) diameter averaging ( <u>3 1/4</u> ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>no</u>			Do. Size of Vertical Angle Irons <u>2 1/2 x 2 1/2</u> and their distance apart, <u>30 ins</u>		
Do. of <u>One</u> Strakes at Bilge for <u>1/2</u> length, treble riveted with Butt Straps <u>1/16</u> thicker than their plates.			Do. Are the outside Plates doubled two spaces of Frames in length? <u>yes</u>		
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single riveted; with rivets ( <u>5/8</u> in.) diameter, averaging ( <u>2 3/4</u> ins.) from centre to centre.					
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, <u>double</u> or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>					
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( <u>6/16</u> ) thick, double or single Riveted; with Rivets ( <u>3/4</u> in.) diameter, averaging ( <u>3 1/4</u> ins.) from centre to centre.					
Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for length amidships. Breadth of laps of plating in double Riveting ( <u>5 1/2 rivets</u> ) Breadth of laps of plating in single Riveting ( <u>3 1/2 rivets</u> )					
Butt Straps of Keelsons, Stringer and Tie Plates, <u>double</u> , double or single Riveted? <u>double &amp; Keel plates treble riveted</u>					
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)					
Beams of the various Decks, how secured to the sides? <u>Moulded knee plates riveted to frames</u>			No. of Breasthooks, <u>4</u> Crutches, <u>3</u>		
When description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Consolidated Iron</u>					
Manufacturer's name or trade mark, <u>Blochaim Iron Co &amp; Consolidated Iron Co</u>					

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

Builder's Signature, (Signed) Macfarlane & Co

Surveyor's Signature, Edmund Bonchman



Workmanship. Are the butts of plating planed or otherwise fitted? some planed & others hammered.  
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? no  
Do the holes for riveting 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 plate and punched from the faying surfaces? yes  
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

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

State also Length and Diameter of Lower Masts and Bowsprit Fore 51 ft long by 18 ins Diameter } Pitch Pine  
Main 45 ft " " " " " " }

10842 Iron

Number for equipment		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.										
2	Fore Sails,	Chain 5 1/2	210	1 1/2	22.15.0.0	1 1/2	DR 5468	10.2.12	12.10.3.21	10	10	12.10.3.21
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	Lloyd's Lipton proving house				DR 5468	10.0.0.0	12.0.0.0	10	10	12.0.0.0
2	Fore Topmast Stay Sails	Hempen Stream Cable	Sam'l. Regenna Superintendent				DR 5469	8.2.0.0	10.12.2.0	8	8	10.12.2.0
1	Main Sails,	Hawser chain				3/4 or 6 1/2						
2	Main Top Sails,	Towlines ....	90	3/4		4	Stream ....	1	4.3.14	6.5.0.0	4 3/4	
		Warp .....	90	3			Kedges ....	1	2.1.0		2 1/4	
		All of good quality.	90	2 1/2				1	1.0.0		1	

Her Standing and Running Rigging Used Hempen sufficient in size and good in quality. She has one Long Boat and one other

The present state of the Windlass is patent off Capstan and Rudder and 2 Pumps efficient

Engine Room Skylights.—How constructed? Iron Comings 4 ft deep How secured in ordinary weather? Quadrants

What arrangements are there for deadlights in such for bad weather? Wooden dead lights

Coal Bunker Openings.—How constructed? Cast Iron rimmed lids How are lids secured? Self locking How high above deck? flush

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Two Ports and two mooring pipes on each side

Cargo Hatchways.—How formed? Iron framed State size Fore Hatch 14 ft 6" by 11 ft

If of extraordinary size, state how framed and secured? Bulk Iron Carlings with Angle Irons & 30 inch Comings

What arrangement for shifting beams? Two shifting Beams in main and one in fore Hatchway

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 22 ft by 12 ft

Order for Special Survey No. 605 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey  
Date 10<sup>th</sup> April 1872 Surveys held 2nd. On the plating during the progress of riveting while building from April  
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid to November 1872  
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented in all 35 Visits  
No. 1 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, This vessel has been built for a Screw Collier, is in length 1032 depths, and 5.5 breadths, with a raised Quarter Deck, Top Gallant Fore-castle, and a water ballast Tank fitted in the Fore Peak about 15 ft long.

The Builders of this vessel are a very young firm, and this is the first ship they have built and the work is not of that character and finish, as to entitle her to be distinguished by the Special Mark but it is strong and sound; very considerable attention was required and has been given for the purpose of securing the Claps sought.

In a letter dated 8<sup>th</sup> August last, we deemed it necessary to intimate to the Builders "that taking into consideration the unsatisfactory work complained of during the construction of this vessel, we hereby intimate to you, that we cannot recommend her for the distinguishing mark as being built under "Special Survey" signed R.D.B. & H.J.B.

It will be observed that the Intercoastal Middle line Keelson plates are carried above the floors and that an Angle Iron has been substituted for Bulk Iron of "equal strength"

A side Keelson has been fitted of double Angle Iron 3 x 3 x 5/16 with a bulk Iron 6 1/2 x 5/16 connected to the wash plates, this being in excess of the rules

The official number and crew space has not yet been supplied but will be forwarded when it comes to hand top gallant 19 ft 51 ft long  
State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle or raised quarter deck, or of double part double bottom 18 ft long in fore

In what manner are the surfaces preserved from oxidation? Inside cemented in flat & painted Outside painted 3 coats of paint  
above with 3 coats of paint

I am of opinion this Vessel should be Classed GOA1

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

Special .....£ 24 : 11 : -

Certificate .... - : - : -

(Travelling Expenses)  
(if any) £

Committee's Minute 6<sup>th</sup> Decr 18 72

Character assigned GOA1

E. A. Bouchman

Lloyd's Register  
Foundation

After  
T.W. 800 6 part double bottom