

# The Ship compared with the Suggestions for the Construction and Classification of COMPOSITE SHIPS.

\*28752

No. 50 Survey held at London Date 17<sup>th</sup> Oct to Nov 5<sup>th</sup> 1867.  
 on the Ship "Eliza Sham" Master H Bull

4:11/17

Tonnage under tonnage deck \_\_\_\_\_ Built at Glasgow When built 1863 Launched (9 mo)  
 Ditto of poop, } or spar deck \_\_\_\_\_  
 Ditto of engine room \_\_\_\_\_  
 By whom built Stephen Owners E Shaw  
 Gross tonnage \_\_\_\_\_  
 Total Register tonnage 696 Port belonging to London Destined Voyage Japan and China

If Surveyed while Building, Afloat, or in Dry Dock from upper dry dock and East India dock

Feet.		Inches.		Feet.		Inches.		Depth from top of Upper Deck Beam to top of Floor		Feet.		Inches.		Horse.		N <sup>o</sup> . of Decks			
Length aloft		184		6		Extreme Breadth		30		7		10		4		Power of Engines		N <sup>o</sup> . of Decks	
(Dimensions of Ship per Register, length breadth depth)																			
Keel, siding and moulding										Inches in Ship.		Inches required per Rule.		Outside Plank.		Inches in Ship.		Inches required by Rule.	
,, plate, breadth and thickness										14 1/2 x 17		for 6 700 tons Scale. 14 x 15 1/2		Garboard Strakes, thickness		9		10 1/4	
Stem, siding and moulding										24 x 17/16		28 x 17/16		Garboard to Topsides ditto		6 and 4 3/4		5 1/2 equal	
Fore deadwood plate, breadth and thickness														Topsides ditto		4 3/4		4 1/2	
Stern-post, siding and moulding														Sheerstrakes ditto		4 1/4		4 1/2	
After deadwood plate, breadth and thickness														Planksheers ditto		4		3 3/4	
Distance of Frames from moulding edge to moulding edge, all fore and aft														Water-Upper Deck		14 x 8 1/2		11 1/4	
														Ways Lower Deck		11 1/4			
Frames, Size of Angle Iron, single or double										Inches in Ship.		Inches required per Rule.		Iron Sheerstrake, breadth and thickness		30		9 1/16	
,, Reversed Iron, if to every frame or every frame										3 3 6/16		3 2 3/4 6/16		,, Bilge Plate ditto ditto		21		9 1/16 20 9/16	
Floors, depth and thickness of Floor Plate at Mid line										19 x 9/16		19 x 9/16		Diagonal Plates on Frames		13		9/16 7 1/2 9/16	
,, Ditto ditto at Bilge Keelson														Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		28		9/16 26 9/16	
,, Size of Reversed Angle Iron, and N <sup>o</sup> . at top of Floor Plate														Angle Iron on ditto					
,, If of Wood, siding & mould'g, at Mid. line														Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		13 1/2		not known 10 7/8 9/16	
Beams, Deck (N <sup>o</sup> . ) double Angle Iron, Plate, Tee, or Bulb Iron										8 x 8/16		7 1/4 x 8/16		Diagonal Tie Plates on ditto		13 1/2		known 10 7/8 9/16	
,, double or single Angle Iron, on upper edge										3 3 6/16		2 3/4 2 3/4 5/16		Flat of Upper Deck, thickness		3 1/2		3 3/4	
,, average space between														Ceiling betwixt Decks, thickness					
,, Hold, or Lower Deck (N <sup>o</sup> . ) double Angle, Tee, Plate, or Bulb Iron										8 1/2 x 9/16		8 1/2 x 9/16		,, in Hold, thickness					
,, double or single Angle Iron on edge														Clamps or Spirketting ditto					
,, average space between														Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		26		9/16 19 1/2 9/16	
Keelson, single or double plate, box, or intercostal														Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams				See sketch, other side	
,, Size of Plates														Stringers in Hold					
,, Size of Angle Irons														Flat of Lower Deck, thickness					
,, If of Wood, siding and moulding														Diameter of Hold Pillars		3		3 1/4	
,, Side, single or d'ble, plate, box, or intercostal														Main piece of Rudder, diameter at head		15		15 1/2	
,, Bilge (N <sup>o</sup> . ) at each Bilge, single, or double, plate or box														(Can the Rudder be unshipped afloat)					

See sketch on the other side

The Floors consist of \_\_\_\_\_ The Main piece of Rudder is \_\_\_\_\_ of Windlass is \_\_\_\_\_  
 The Keel is \_\_\_\_\_ The Main Keelson is \_\_\_\_\_ and \_\_\_\_\_ free from all defects.  
 The Stem, and Stern Post of \_\_\_\_\_ and Aprons of \_\_\_\_\_  
 The Deck and Hold Beams of \_\_\_\_\_ The Breasthooks of \_\_\_\_\_ The Knees of \_\_\_\_\_  
**Planking Outside.**—From the Keel to the Height defined in Note to Table 1 the Plank is \_\_\_\_\_  
 From the above named Height to the Light Water Mark \_\_\_\_\_  
 From the Light Water Mark to the Wales \_\_\_\_\_  
 The Wales and Block-strakes are \_\_\_\_\_  
 The Spirketting and Planksheers \_\_\_\_\_  
 The Decks \_\_\_\_\_  
 The Shifts of the Planking are not less than \_\_\_\_\_ Feet \_\_\_\_\_ Inches.  
 The Planking is wrought \_\_\_\_\_  
**Planking Inside.**—The Liner-strakes and Bilge-strakes are \_\_\_\_\_  
 The Ceiling, Lower Hold, and between Decks \_\_\_\_\_  
 Butt Strakes of Keelsons, Stringer and Tie Plates, double or single rivetted \_\_\_\_\_  
 Planksheer, how secured to the plating of the sides \_\_\_\_\_  
 Waterway \_\_\_\_\_  
 Deck Beams, how secured to the side? \_\_\_\_\_  
 Hold or Lower Deck ditto \_\_\_\_\_  
 General Quality of Workmanship \_\_\_\_\_  
 What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? \_\_\_\_\_  
 Manufacturer's name or trade mark \_\_\_\_\_  
 We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_

*Handwritten notes:*  
 The ship has a vertical spirketting from one pair of beams, in each case, and is connected to the gunwale by 3 1/2 x 7/16 plates.  
 The ship is deficient in the suggestions.  
 The blank or spaces not filled up, shows that the ship is deficient in the suggestions.  
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Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Deadwood forward and aft ..	1 1/16		1 1/16	Transoms and throats of Hooks				Hold Beam		
Scarphs of Keel, N <sup>o</sup> .	1 1/16		1 1/16	Arms of Hooks .....				Bolts in	Waterway ....	
Keelson Bolts through Keel at each Floor .....	1 1/16		1 1/16	Thro' Frames and Planking....				Deck Beam	Knees.....	
Bolts through Iron Keel Plate and Wood Keel .....				Butt End Bolts ..				Bolts in	Shelf or Clamp	
				Pintles of the Rudder .....	3		3 1/4	Nails or Bolts in Flat of Deck	Waterway ....	14/16
									Knees.....	12/16
									Shelf or Clamp	

Her Masts, Bowsprit, Yards, &c., are in \_\_\_\_\_ 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.

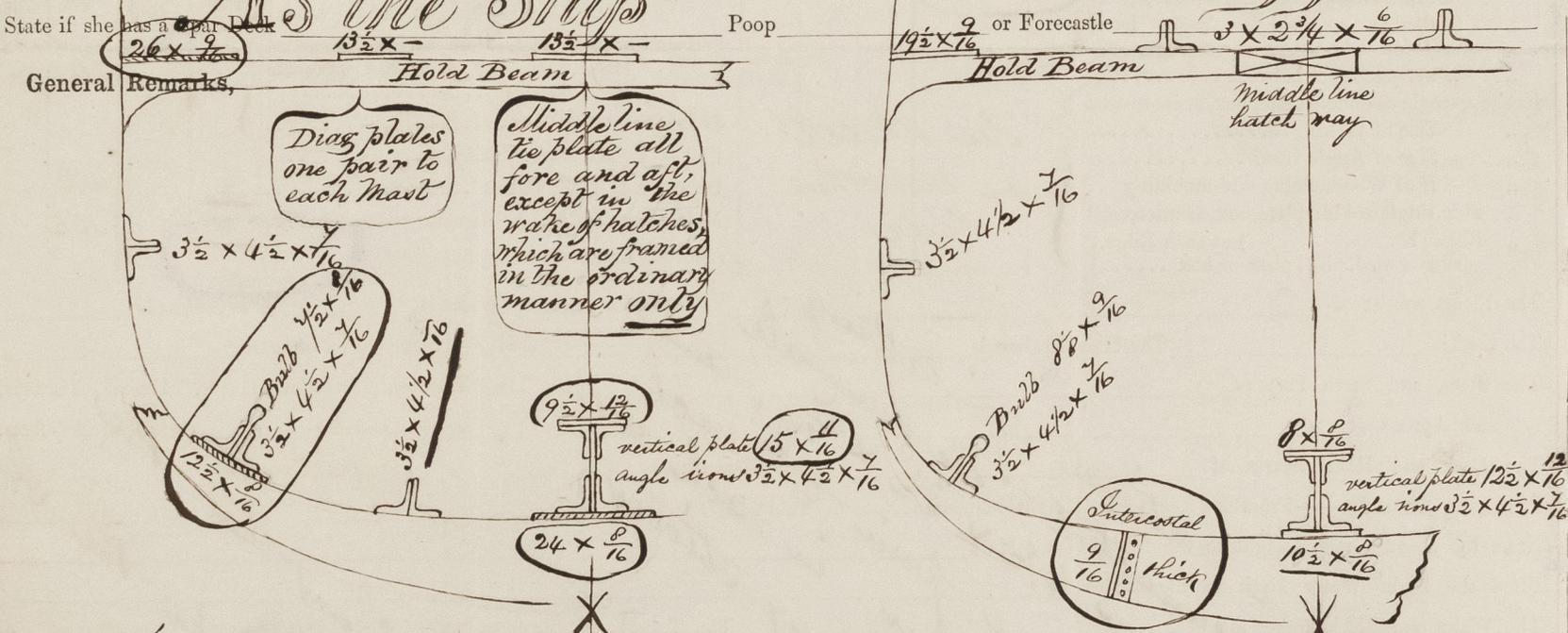
No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....						Bowers .....					
	Fore Top Sails,												
	Fore Topmast Stay Sails,	Hempen Stream Cable..						Stream .....					
	Main Sails,	Hawser .....											
	Main Top Sails,	Towlines .....											
	and	Warp .....						Kedges .....					
		All of _____ quality.											

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_ Pumps \_\_\_\_\_

- Order for Special Survey No. \_\_\_\_\_ DATES OF \_\_\_\_\_
- Order for Ordinary Survey No. \_\_\_\_\_ Surveys held while building \_\_\_\_\_
- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated \_\_\_\_\_
  - 2nd. Of the frame before it is painted, strapped, or plated \_\_\_\_\_
  - 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking \_\_\_\_\_
  - 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined \_\_\_\_\_
  - 5th. When the vessel is caulked and completed \_\_\_\_\_
  - 6th. When the vessel is launched and equipped \_\_\_\_\_



It will be seen that this Ship's scantlings are in some places under the requirements of the Suggestions, but that in nearly all the most important parts, she is either equal to, or in excess of them; all the timber material is equal to the 14 years grade; she is yellow metal fastened throughout, and in what manner are the surfaces of Iron Work preserved from oxidation \_\_\_\_\_

was built under a Shed; we therefore beg respectfully to recommend her to the favourable consideration of the Committee for an extension of term

I am of opinion this vessel should be Classed \_\_\_\_\_

Present condition of Caulking of Bottom \_\_\_\_\_ Deck, \_\_\_\_\_ and Waterways \_\_\_\_\_

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

The Amount of the Fee.....£ : : is received by me,

Special .....£ 3.3.0

Certificate .....£ : :

Committee's Minute \_\_\_\_\_ 18

Character assigned \_\_\_\_\_

Joseph New.

Thos. G. Wain

