

# IRON SHIP.

(Received at London Office Reg'd 4th May, 1884)

No. *6444* Survey held at *Dumbarton* Date, First Survey *20<sup>th</sup> April 83* Last Survey *29<sup>th</sup> Feb 84* 1884  
On the *Iron sailing ship "Benvenue"* 3 masts

TONNAGE under *1953.55* **ONE, OR TWO DECKED, THREE DECKED VESSEL,** Master *J. Shaw*  
*1953.55* **SPAR, OR AWNING-DECKED VESSEL.** Built at *Dumbarton*  
Ditto of *24* Half Breadth (moulded) *21.12* When built *1883-84* Launched *29<sup>th</sup> Jan 84*  
Ditto of *86.63* Depth from upper part of Keel to top of Upper Deck Beams *26.41* By whom built *Birrell, Stenhouse & Co.*  
Ditto of *42.56* Girth of Half Midship Frame (as per Rule) *42.25* Owners *Watson Bros*  
Ditto of *7.38* 1st Number *89.78* Residence *5 Oswald Street Glasgow*  
Gross Tonnage *2690.36* 1st Number, if a 3-Decked Vessel deduct 7 feet ☒  
Less Crew Space *57.39* Length *274* Port belonging to *Glasgow*  
Less Engine Room *2032.97* 2nd Number *24599* Destined Voyage *Scotland*  
Register Tonnage as out on Beam *2032.97* Proportions—Breadths to Length *6.48* If Surveyed while Building, Afloat, or in Dry Dock.  
Depths to Length—Upper Deck to Keel *10.37* *While Building & afloat*  
Main Deck ditto *10.37*

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
on deck as per Rule	274	-	Moulded	42	3	top of Floors to Upper Deck Beams	24	3	Engines	✓	1	2
Dimensions of Ship per Register, length, 289.2 breadth, 42.45 depth, 24.1 moulded depth 25.4												
KEEL, depth and thickness	10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		Flat Keel Plates, breadth and thickness			
STEM, moulding and thickness	10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		From Garboard to upper part of Bilges			
STERN-POST for Rudder do. do.	10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		10 x 2 3/4		Of d'bling at Bilge, or increased thickness, and length applied			
" " for Propeller	24 ins		24 ins		24 ins		24 ins		From up. prt of Bilge to lr. edge of Sh'rstrake			
Distance of Frames from moulding edge to moulding edge, all fore and aft	24 ins		24 ins		24 ins		24 ins		Main Sheerstrake, breadth and thickness			
FRAMES, Angle Iron, for 2/3 length amidships	5 1/2 x 3 1/2		5 1/2 x 3 1/2		5 1/2 x 3 1/2		5 1/2 x 3 1/2		Of d'bling at Sh'rstrake & lng. applied			
Do. for 1/3 at each end	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		From M'n. to Up. or Spar Dk. Sh'rstrake			
REVERSED FRAMES, Angle Iron	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Up. Spar Dk Sh'rstrake, brdth & thck'n'ss			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	26		10		26		10		Butt Straps to outside plating, breadth & thickness			
" thickness at the ends of vessel	13		8		13		8		Lengths of Plating			
" depth at 3/4 the half-bdth. as per Rule	52		52		52		52		Shifts of Plating, and Stringers			
" height extended at the Bilges	10		10		10		10		Gunwale Plate on ends of Awning, Spar, or			
BEAMS, Upper, Spar, or Awning Deck	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Upper Deck Beams, breadth and thickness			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Angle Iron on ditto			
Single or double Angle Iron on Upper edge	48 ins		48 ins		48 ins		48 ins		Tie Plates fore and aft, outside Hatchways			
Average space	48 ins		48 ins		48 ins		48 ins		Diagonal Tie Plates on Beams No. of Pairs			
BEAMS, Main, or Middle Deck	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Flat of Up., Spar, or Awning Dk. * fore & aft			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		How fastened to Beams			
Single or double Angle Iron, on Upper Edge	48 ins		48 ins		48 ins		48 ins		Stringer Plate on ends of Main or Middle Deck			
Average space	48 ins		48 ins		48 ins		48 ins		Beams, breadth and thickness			
BEAMS, Lower Deck	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Is the Stringer Plate attached to the outside plating?			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Angle Irons on ditto, No.			
Single or double Angle Iron on Upper Edge	48 ins		48 ins		48 ins		48 ins		Tie Plates, outside Hatchways			
Average space	48 ins		48 ins		48 ins		48 ins		Diagonal Tie Plates on Beams, No. of pairs			
BEAMS, Hold, or Outlet	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Flat of Middle Deck * do.			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		How fastened to Beams			
Single or double Angle Iron on Upper Edge	48 ins		48 ins		48 ins		48 ins		Stringer Plates on ends of Lower Deck, Hold or Outlet Beams			
Average space	48 ins		48 ins		48 ins		48 ins		Is the Stringer Plate attached to the outside plating?			
KEELSONS Centre line, single or double plate, low, or Intercostal, Plates	19		13		19		13		Angle Irons on ditto, No. 2			
" Rider Plate	13		13		13		13		Stringer or Tie Plates, outside Hatchways			
" Bulb Plate to Intercostal Keelson	6		4		6		4		Flat of Lower Deck * fore & aft from fore hatch and aft			
" Angle Irons	6		4		6		4		Ceiling betwixt Decks, thickness and material			
" Double Angle Iron Side Keelson	6		4		6		4		in hold do. do.			
" Side Intercostal Plate	6		4		6		4		Main piece of Rudder, diameter at head			
" do. Angle Irons	6		4		6		4		do. at heel			
" Attached to outside plating with angle iron	3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		3 1/2 x 3 1/2		Can the Rudder be unshipped afloat?			
BILGE Angle Irons	6		4		6		4		Bulkheads No. one No. per Rule one			
" do. Bulb Iron	6		4		6		4		Thickness of			
" do. Intercostal plates riveted to plating for length	6		4		6		4		Height up			
BILGE STRINGER Angle Irons	6		4		6		4		How secured to sides of ship			
Intercostal plates riveted to plating for length	10 1/2		10		10 1/2		10		Size of Vertical Angle Irons			
Bulk 10 1/2 x 10/6 all fore and aft	6		4		6		4		Are the outside Plates doubled two spaces of Frames in length?			
SIDE STRINGER Angle Irons	6		4		6		4		Riveted through plates with			
The FRAMES extend in one length from middle line to gunwale	6		4		6		4		in. Rivets, about			
The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale	6		4		6		4		And butts properly shifted?			
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	Yes		Yes		Yes		Yes		Plating. Garboard, double riveted to Keel, with rivets			
PLATING. Garboard, double riveted to Keel, with rivets	1 1/8		1 1/8		1 1/8		1 1/8		in. diameter, averaging			
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Butts of 4 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Edges of Main Sheerstrake, double or single riveted.	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Butts of Main Sheerstrake, treble riveted for 1/2 length amidships.	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships.	7/8		7/8		7/8		7/8		in. diameter, averaging			
" Breadth of laps of plating in double riveting.	5 1/2		5 1/2		5 1/2		5 1/2		in. diameter, averaging			
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	Yes & don.		Yes & don.		Yes & don.		Yes & don.		No. of Breasthooks,			
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	Middlesboro		Middlesboro		Middlesboro		Middlesboro		Crutches,			
Manufacturer's name or trade mark,	Innos 1883		Innos 1883		Innos 1883		Innos 1883		Deep floors			
The above is a correct description.	Yes		Yes		Yes		Yes		Consent			
Builder's Signature,	Birrell Stenhouse & Co.		Birrell Stenhouse & Co.		Birrell Stenhouse & Co.		Birrell Stenhouse & Co.		Surveyor's Signature,			



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

Planed

644796

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

Yes

Are the fillings between the ribs and plates solid single pieces?

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?

Do any rivets break into or through the seams or butts of the plating?

A few

Masts, Bowsprit, Yards, &c., are *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

Have been built in accordance with

the tracing enclosed herewith and with the instructions contained in the Secretary's Letter of the 19<sup>th</sup> June 1883.

Steel used: - Steel 6<sup>th</sup> of Scotland

Tested by the Society's Surveyors at the Manufacturer's Works.

NUMBER for EQUIPMENT 26,238		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS. N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.				Refuted by D. G.	Bower Anchors				Refuted by D. G.
N <sup>o</sup> .		Chain	135	2 1/2	77.5		16672	40-3-21	36-10-0-0	40	
Fore Sails,		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	140	2 1/2	77.5		16767	40-1-2	36-0-2-1/4	114	
Fore Top Sails,		Iron Stream Chain	90	1 1/2	34-125		16693	34-0-2	31-14-1-1/4		
Fore Topmast Stay Sails,		or Steel Wire	90	5"	total, Certif'd Lewis		16718	11-2-11	13-10-0-0	12	
Fore Topmast Stay Sails,		or Hempen Strm Cable	120	3"	produced.		16755	6-1-8	8-15-0-0	6	
Main Sails,		Towline, Hemp.	120	2 1/2	120-4		16306	3-0-10	5-12-0-21	3	
Main Sails,		or Steel Wire	120	2 1/2	120-4						
Main Top Sails,		Hawser	120	4 1/2	240-34						
Main Top Sails,		Warp	120	4 1/2	240-34						
and		quality	20	1 1/2	40-7						
Standing and Running Rigging		iron hemp			sufficient in size and						

The Windlass is *good* 4 Capstans *good* and Rudder *good* Pumps *good* She has 2 Long Boat and 2 others

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?

4 moving pipes and 7 scuppers. 7 Water Ports 4 2" x 18".

Cargo Hatchways. How formed?

State size Main Hatch 20 ft x 12 ft Fore hatch 8 ft x 8 ft Quarter hatch 8 ft x 8 ft - 2 in 12"

If of extraordinary size, state how framed and secured? One web plate in main hatch

What arrangement for shifting beams?

Hatches, If strong and efficient?

Strong & efficient, Solid 3 1/2" y. pine.

Order for Special Survey No. 184

Date 28<sup>th</sup> March 1883

Order for Ordinary Survey No. 184

Date

No. 40 in builder's yard.

State dates of letters respecting this case

- 1st. On the several parts of the frame, when in place, and before the plating was wrought
- 2nd. On the plating during the process of riveting
- 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 or cemented..
- 5th. After the ship was launched and equipped

Specially Surveyed: - 1883. Ap. 20, 25; May 1, 9, 11, 15, 25; 29; June 1, 19, 22, 26; July 4, 6, 13, 31; Aug. 7, 14, 21; Sep. 3, 11, 14, 18, 20, 25; Oct. 2, 9, 12, 19, 23, 26; Nov. 6, 14, 20, 23, 28; Dec. 4, 11, 14, 18, 21, 28; 1884 Jan. 8, 11, 15, 18, 23, 27; Feb. 1, 6, 12, 21, 22, 27 & 29.

General Remarks (State quality of workmanship, &c.)

The workmanship is good and the vessel has been built in accordance with the approved tracings, 5 in number, and in accordance with the instructions contained in the Secretary's letters above referred to.

Fore Peak Bulkhead tested by water pressure and by load, and found satisfactory.

Forecastle 32 ft. open except iron wing houses.

Poop 30 ft + 4 ft overhang with wings at side. Iron front 6/16 with coaming plate 19 x 5/8 stiffened with 3 x 3 x 6/16 bars 30" apart, and with bracket knees at lower part. Doors iron, divided in two in depth.

Houses: - One 15 ft x 16 ft. Iron 5/16 & well stiffened, coaming plate 9/16 thick. And one bet. M. hatch & foremast 38 ft x 14 ft. both houses 8 ft 6 in high.

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

How are the surfaces preserved from oxidation? Inside Portland Cement Outside Paint

I am of opinion this Vessel should be Classed

100 A.1.

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

Special £ 45 : 16 : 6 3/3/ 1884

(to be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ ...)

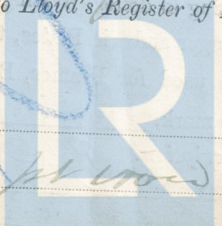
Committee's Minute

Character assigned

TUESDAY 4 MARCH 1884 18

100 A.1

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



Lloyd's Register Foundation