

The SHAUGHNESSY was 480.0 feet in length between perpendiculars, 500 feet overall, with a beam of 52.2 feet and depth of 30.2 feet. (These were the dimensions reported by the U.S. government shipping register, although there were some minor variations in the dimensions as reported by other shipping registers of the time.) Tonnage was 6276 Gross and 4665 Net.

The steamer was powered by a triple expansion engine with cylinders of 22½, 36 and 60 inches diameter, and a stroke of 42 inches. Built by the Detroit Shipbuilding Company in 1906, this engine developed 1,600 Indicated Horsepower turning at 85 r.p.m. Steam at 180 p.s.i. was produced by two single-ended, coal-fired, Scotch boilers which were manufactured in 1906 by the American Ship Building Company at Cleveland. The boilers, each of which measured 13'9" in diameter and 11'6" in length, were fitted with induced draft. There were four furnaces, with 91 square feet of grate surface and 4,640 square feet of heating surface.

The SHAUGHNESSY had six cargo holds, and three of her bulkheads were watertight. Access to the holds was gained via 28 hatches on 12-foot centres. No cargo handling gear was fitted.

SIR THOMAS SHAUGHNESSY was fairly typical of upper-lake bulk freighters of her period. She had a straight stem and a counter stern, and she was given a gentle (rather than pronounced) sheer to her hull. She had a half-topgallant forecastle and a quarterdeck that was flush with the spar deck. Her anchors were suspended from hawseholes (without pockets) which were located quite close to the stempost, and at such a height that the bottoms of the anchors were just touching the bow wave when the ship was loaded to her mid-summer marks.

There was a rather high, closed steel bulwark down most of the length of the forecastle head, with an open rail for the rest of the way. The rounded "turret" style pilothouse, which had five windows in its front and a sunvisor over the windows, sat directly on the forecastle head, immediately forward of the broad but shallow texas house. The master's office and personal quarters were located in the texas, while the mates and the deck crew were accommodated in the forecastle below.

Atop the pilothouse was the usual open navigation bridge, with a closed dodger all around, above which could be set additional protection in the form of a canvas weathercloth. Stretcher-frames were provided so that an awning could be hoisted overhead for protection from the hot summer sun. Large tanks for potable and sanitary water were located on either bridging, atop the texas, and the sidelights were carried atop the open rail at the outer end of each wing. An extremely tall pole foremast rose out of the texas, and it was quite heavily raked. Within a few years of the SHAUGHNESSY's commissioning, however, this mast was cut down very substantially, and we must assume that this is because the mast interfered with the operation of shore-based loading and unloading equipment.

There was an open post-and-wire railing down each side of the spar deck, which gave way to a closed steel taffrail which ran down either side of the after cabin and around the fantail. The large after deckhouse, which contained a flush-sided boilerhouse at its forward end, had large windows in its sides during the early years but, probably as a precaution taken in consequence of the heavy losses of vessels and life in the Great Storm of 1913, the windows later were plated over and portholes cut instead.

The coal-bunker hatch was set into the boat deck above the boilerhouse, with only an open rail around it, although a closed steel bulwark later was fitted. There was a small overhang of the boat deck over the aft part of each side of the cabin, and around the stern. The lifeboats were set on this overhang, one per side, and right from the outset the boats were worked by luffing (rather than radial) davits.