

IRON SHIP.

No. *6317* Survey held at *Glasgow* Date, First Survey *8th March* Last Survey *12th November 1883*

On the *Screw Steamer "Euterpe"*

Tonnage under
Tonnage Deck *1224.85*
Tonnage of Third Spar *132.35*
Tonnage of Awning Deck *111.19*
to of Deep, or
Raised Or. Dk. *3.10*
Ditto of Houses *15.61*
Ditto of Forecastle *31.54*
Gross Tonnage *1521.64*
Less Crew Space *44.89*
1476.75
Less Engine Room *486.93*
Register Tonnage *989.85*
as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.
Feet.
Half Breadth (moulded) *14.89*
Depth from upper part of Keel to top of Upper Deck Beams *19.84*
Girth of Half Midship Frame (as per Rule) *34.45*
1st Number *72.21*
1st Number, if a 3-Decked Vessel deduct 7 feet
Length *258.58*
2nd Number *186.42*
Proportions— Breadths to Length *7.22*
Depths to Length—Upper Deck to Keel *13.01*
Main Deck ditto

Master *J. S. Jenkins*
Built at *Glasgow*
When built *1883* Launched *3rd Oct.*
By whom built *Alex. Stephen & Sons.*
Owners *The Euterpe Steamship Co. Ltd.*
Residence *Cardiff*
Port belonging to *Cardiff*
Destined Voyage *Cardiff*
If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey.

LENGTH on deck as per Rule *258.58* BREADTH—Moulded... *35.78* DEPTH top of Deck Beams to Upper Deck Beams *16.49* Power of Engines *180* Horse. *180* N° of Decks with flat laid *one* N° of Tiers of Beams *two*

Dimensions of Ship per Register, length, *260.1* breadth, *36.0* depth, *16.4*

KEEL, depth and thickness *8 1/2 x 2 1/2*
TEM, moulding and thickness *8 1/2 x 5*
STERN-POST for Rudder do. do. *9 1/2 x 5*
" " for Propeller *9 1/2 x 5*
Distance of Frames from moulding edge to moulding edge, all fore and aft *24*
RAMES, Angle Iron, for 1/2 length amidships *4 1/2 x 3*
Do. for 1/2 at each end *4 1/2 x 3*
EVERSED FRAMES, Angle Iron *3 x 3*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *Double bottom constructed as per app. sections attached hereto.*
thickness at the ends of vessel *Double bottom constructed as per app. sections attached hereto.*
depth at 3/4 the half-bdth. as per Rule *Double bottom constructed as per app. sections attached hereto.*
height extended at the Bilges *Double bottom constructed as per app. sections attached hereto.*

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space *24*

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 *24*

BEAMS, Lower Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space *24*

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 *24*

NS Centre line, single or double plate, box, or Intercoastal, Plates Side Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron

Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length

STRINGER Angle Irons Intercoastal plates riveted to plating for length

STRINGER Angle Irons Intercoastal plates riveted to plating for length

VERSED ANGLE IRONS on floors and frames extend from middle line to the main & R. A. deck beams and to hold beam stringers alternately on alternate frames to fore and aft beam stringers

ONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes*

NG. Garboard, double riveted to Keel, with rivets *1 1/2* in. diameter, averaging *4* 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 *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 1/2 x 3* ins. from centre to centre.

Butts of *Four* Strakes at Bilge for *half* length, treble riveted with Butt Straps *1/4* in. thicker than the plates they connect.

Flat Keel Plates, breadth and thickness *41 x 1 1/2*
PLATES in Garboard Strakes, br'dth & thickness *41 x 1 1/2*
From Garboard to upper part of Bilges *9 x 10*
Of d'bling at Bilge, or increased thickness, and length applied *10*
From up. prt of Bilge to l.r. edge of Sh'rstrake *46 x 12*
Main Sheerstrake, breadth and thickness *46 x 12*
Of d'bling at Sh'stk. & lng. applied *10*
From M'n. to Up. or Spar Dk. Sh'rstrake *46 x 12*
Up. or Spar Dk. Sh'rstrake, breadth & thickness *46 x 12*

Butt Straps to outside plating, breadth & thickness *46 x 12*
Lengths of Plating *6 frame spaces*
Shifts of Plating, and Stringers *2*
Gunwale Plate on ends of *38 x 10*
Upper Deck Beams, breadth and thickness *38 x 10*

Angle Iron on ditto *5 x 4 x 9*
Tie Plates fore and aft, outside Hatchways *6*
Diagonal Tie Plates on Beams No. of Pairs *6*
Flat of Up., Spar, or Awning Dk. *No Mid deck laid*
How fastened to Beams *38 x 10*
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *38 x 10*

Is the Stringer Plate attached to the outside plating? *Yes*
Angle Irons on ditto, No. *33 x 9*
Tie Plates, outside Hatchways *33 x 9*
Diagonal Tie Plates on Beams, No. of pairs *33 x 9*
Flat of Middle Deck* do. *33 x 9*
How fastened to Beams *33 x 9*

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *33 x 9*
Is the Stringer Plate attached to the outside plating? *Yes*
Angle Irons on ditto, No. *33 x 9*
Stringer or Tie Plates, outside Hatchways *33 x 9*
Flat of Lower Deck* *33 x 9*

Sparring
Ceiling betwixt Decks, thickness and material *6 x 2 M.P.P.*
" in hold do. *2 1/2 R.P.P.*
Main piece of Rudder, diameter at head *6 1/2*
do. at heel *5 1/2*

Can the Rudder be unshipped afloat? *Yes*
Bulkheads No. *4* No. per Rule *4*
Thickness of *6 1/2* in. *See Letter.*
Height up *Main & R. A. Decks.*

" How secured to sides of ship *Double frames*
Size of Vertical Angle Irons *3 x 3 x 1/4* and distance apart *30* ins.
Are the outside Plates doubled two spaces of Frames in length? *Yes*
Riveted through plates with *7/8* in. Rivets, about *7* apart.

Are the butts properly shifted? *Yes*

Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Upper or Spar Stringer Plate, treble riveted for length.

of Main Sheerstrake, treble riveted for half length amidships.
of Main Stringer Plate, treble riveted for half length amidships.
of laps of plating in double riveting *6 1/2* in. Breadth of laps of plating in single riveting *6 1/2* in.

Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & Double* No. of Breasthooks, *5* Crutches, *4*

on of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*

ame or trade mark, *Grosvend, Bolton, Vaughan & Co. & Heston.*

Correct description, *Ally Stephen & Sons.*

Surveyor's Signature, *J. J. Horne*

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

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

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

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

Masts, Bowsprit, Yards, &c., are *good* 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 *Iron* Masts and Bowsprit *(Suez)* *2 1/2* *2 1/2* *2 1/2* *2 1/2* *2 1/2* *2 1/2*

Schooner *Rigged* *Foremast* *102.9* *16 x 4* *21 x 6* *14 x 6* *9 x 5* *2* *Word poles in*
Iron. Clydesdale B.B. *Mainmast* *98.6* *17 1/2 x 6* *21 x 6* *16 x 6* *8 1/2 x 5* *addition of 1/2 long.*
Butts treble riveted

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No. of	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
No.	CABLES, &c.						Bower Anchors					
Fore Sails,	Chain <i>1/2" R.F.</i>	<i>270</i>	<i>1 1/2</i>	<i>6.5 4/15 1/2</i>	<i>240 x 1 1/2</i>	<i>Glasgow</i>	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>864</i>	<i>27.3.24</i>	<i>24.1.2.4</i>	<i>24 3/4</i>	<i>Glasgow. W. Fraser</i>
Fore Top Sails,	Iron Stream Chain	<i>45</i>	<i>1 1/2</i>	<i>6.5 30.44</i>	<i>45 x 1 1/2</i>	<i>2</i>		<i>866</i>	<i>27.3.24</i>	<i>24.1.2.4</i>	<i>24 3/4</i>	
Fore Topmast Stay Sails,	or Steel Wire			<i>7.5 20.3</i>				<i>865</i>	<i>23.3.8</i>	<i>23.14.2.2</i>	<i>23 1/2</i>	
Main Sails,	or Hempen Strm Cable											
Main Top Sails,	Towline, <i>Hemp.</i>											
and	or Steel Wire	<i>90</i>	<i>3 1/2</i>	<i>6.5 26.14</i>	<i>90 x 3 1/2</i>	<i>Trans. Cert. dated 29/10/83</i>	Stream Anchor	<i>867</i>	<i>9.0.11</i>	<i>11.4.2.2</i>	<i>8 1/2</i>	
	Hawser <i>Hemp.</i>	<i>90</i>	<i>9</i>		<i>90 x 9</i>	<i>Trans. Cert. dated 29/10/83</i>	Kedge	<i>868</i>	<i>5.0.23</i>	<i>4.11.3.4</i>	<i>4 1/2</i>	
	Warp <i>Steel Wire</i>	<i>90</i>	<i>2 1/2</i>	<i>6.5 12.14</i>	<i>90 x 2 1/2</i>	<i>Trans. Cert. dated 29/10/83</i>	2nd Kedge	<i>868</i>	<i>2.1.25</i>	<i>5.0.0.0</i>	<i>2 1/4</i>	
	quality <i>good</i>											

Standing and Running Rigging *Wire & Manila* sufficient in size and *good* in quality. She has *1-24ft. Long* Boat, and *1-24ft. cutter & 1-16ft. dingy*
The Windlass is *Iron (Everam Walker & Co. Patent)* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Deck framing* How secured in ordinary weather? *Plates & Bolts*

Coal Bunker Openings. How constructed? *Deep coming plates* How are lids secured? *Bars* Height above deck? *22 ins.*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *On each side:-*
Before Bridge - 3 Freeing Ports - 3. 1 1/2 x 2.5 1/2, 2 scuppers & 2 grooving pipes
After Bridge - 3 do do 3. 1 1/2 x 1.9, 3 do do 2 do do

Cargo Hatchways. How formed? *Deep plates forming coming and carling*

State size *Main Hatch* *14'0" x 12'6"* *Nº 2 - 22'4" x 12'6"* *Nº 3 - 19'11" x 12'6"* *Quarter hatch* *Nº 4 - 14'10" x 12'6"* *Nº 5 - 5'3" x 4'6"*

If of extraordinary size, state how framed and secured? *In way of Nº 2 Hatchway, Iron deck increased in thickness by 3/4"*

What arrangement for shifting beams? *one deep web plate in Nº 1 Hatchway, two ditto in Nº 2, two ditto in Nº 3, one ditto in Nº 4*

Hatches, If strong and efficient? *yes* (*Three Fore and Afters fitted*)

Order for Special Survey No. <i>1838</i>	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	<i>1883, March 8 & 29. April 3, 7, 12, 14, 20 & 24.</i>
Date <i>12th March 83</i>		2nd. On the plating during the process of riveting	<i>May 2, 9, 11, 14, 16, 22 & 29.</i>
Order for Ordinary Survey No. <i>1838</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>June 1, 6, 8, 13, 15, 21, 26 & 29. July 5, 11, 25 & 30.</i>
Date <i>12th March 83</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>Aug. 7, 8, 10, 15, 17 & 23. Sept 4, 17 & 24.</i>
No. <i>280</i> in builder's yard.		5th. After the ship was launched and equipped	<i>Oct. 2, 4, 10, 12, 17, 23, 26, 30 & 31. Nov. 7, 8 & 12.</i>

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

The quality of workmanship and material is good.
This vessel has been built in conformity with the approved Sections (2 in Nº) attached hereto, the instructions contained in the Secretary's letters of 3rd January & 9th April 1883, and otherwise in compliance with the Rules in a view to the class contemplated.

The Foremost bulkhead, the double bottom, and after peak tank has been tested as required by the Rules.

Note. This vessel has left this Port without the Freeboard, as assigned by the Com. on the 15th instant, being marked on her sides.

One decked vessel with Forecastle 30 1/2 feet, Bridge 58 feet, and Raised quarter deck 10 and other
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. (*double bottom, state particulars on separate*)

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

I am of opinion this Vessel should be Classed *100 A1.*

The amount of the Entry Fee ... *£ 4: 0: 0* is received by me, *(Signature)*

Special ... *£ 61: 18: 0* Certificate ... *0: 0: 0*

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *100 A1*

TUESDAY 20 NOV 1883 18

J. J. House
Surveyor to Lloyd's Register of British and Foreign
This submitted that this vessel is of the favourable consideration of the Committee to be classed as recommended provided it are built as required by one deck (iron) and 2 as of 15ms