

IRON SHIP.

9 NOV 1883

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

On the Screw Steamer "Euterpe"

Tonnage under Deck	1224.85
Do. of Upper Spar	132.35
Do. of Awning Deck	111.19
Do. of Reop, or Raised Or. Dk.	3.10
Do. of Houses	15.61
Do. of Forecastle	31.54
Gross Tonnage	1521.64
Less Crew Space	44.89
Less Engine Room	1476.78
Less Engine Room	486.93
Register Tonnage as out on Beam	989.85

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.	
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	18649
Proportions— Breadths to Length	7.22
Depths to Length— Upper Deck to Keel	13.01
Main Deck ditto	

Master J. S. Inkin
 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	16.49	Power of Engines	180	Nº. of Decks with flat laid	one
				Do. do. Main Deck Beams				Nº. of Tiers of Beams	two

Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule		Inches in Ship	Inches per Rule	
	16ths	per Rule		16ths	per Rule		16ths	per Rule
Flat Keel Plates, breadth and thickness	41	15	41	15	41	15	41	15
PLATES in Garboard Strakes, br'dth & thickness	41	15	41	15	41	15	41	15
From Garboard to upper part of Bilges		9x10		9x10		9x10		9x10
Of d'bling at Bilge, or increased thickness, and length applied								
From up. prt. of Bilge to lr. edge of Sh'rstrake		10		10		10		10
Main Sheerstrake, breadth and thickness	46	12	46	12	46	12	46	12
Of d'bling at Sh'stk. & lng. applied		10		10		10		10
From M'n. to Upr. or Spar Dk. Sh'rstrake								
Up. or Spar Dk. Sh'rstrake, br'dth & thick'ns	46	12	46	12	46	12	46	12
Butt Straps to outside plating, breadth & thickness	6	10	6	10	6	10	6	10
Lengths of Plating								
Shifts of Plating, and Stringers	2	no	2	no	2	no	2	no
Gunwale Plate on ends of Upper Deck Beams, breadth and thickness	38	10	38	10	38	10	38	10
Angle Iron on ditto	5x4x9		5x4x9		5x4x9		5x4x9	
Tie Plates fore and aft, outside Hatchways								
Diagonal Tie Plates on Beams, No. of Pairs		6		6		6		6
Flat of Up., Spar, or Awning Dk.								
How fastened to Beams								
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness								
Is the Stringer Plate attached to the outside plating?								
Angle Irons on ditto, No.								
Tie Plates, outside Hatchways								
Diagonal Tie Plates on Beams, No. of pairs								
Flat of Middle Deck do. do.								
How fastened to Beams								
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	33	9	33	9	33	9	33	9
Is the Stringer Plate attached to the outside plating?								
Angle Irons on ditto, No.								
Stringer or Tie Plates, outside Hatchways								
Flat of Lower Deck								
How fastened to Beams								
Ceiling betwixt Decks, thickness and material	6x2	W.P.P.						
in hold do. do.	2 1/2	R.P.P.	2 1/2					
Main piece of Rudder, diameter at head	6 1/2		6 1/2					
do. at heel	5 1/2		5 1/2					
Can the Rudder be unshipped afloat?	Yes							
Bulkheads No. 4 No. per Rule 4								
Thickness of 6 1/2" Dec. Letter								
Height up Main & P. A. Decks								
How secured to sides of ship	Double frames							
Size of Vertical Angle Irons 3x3x4 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.								
VERSED ANGLE IRONS on floors and frames extend from middle line to the Main & P. A. Deck Beams and to Hold beam stringers alternately on alternate frames to Foremast beam stringers								
And butts properly shifted?	Yes							
Are the various lengths of Plates and Angle Irons properly connected?	Yes							
Garboard, double riveted to Keel, with rivets 1 1/8 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.								
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.								
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.								
Edges of Main Sheerstrake, double or single riveted.								
Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.								
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length								
Edges of laps of plating in double riveting 1/2 in. Breadth of laps of plating in single riveting								
Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double								
No. of Breasthooks, 5 Crutches, 4								
Kind of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best								
Name or trade mark, Gosnell, Bolton, Vaughan & Co & Stratton.								
Correct description, Alex. Stephen & Sons, by Alex. Scott								

State clearly where plating is of alternate thickness—as distinguished from alternate thickness at ends of vessel. * If Iron Deck, state if whole or part, and if main deck.

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

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 (Material) *Iron* *Iron* *Iron* *Iron* *Iron* *Iron* *Iron* *Iron*

Schooner Rigged } Foremast 102.9 16 x 6/16 21 x 6/16 14 x 6/16 9 x 5/16
 Mainmast 98.6 17 1/2 x 6/16 21 x 6/16 16 x 6/16 8 1/2 x 5/16
 Iron. Clydesdale B.B. Two plates in the round. Landa double riveted
 Butts treble riveted

No.	NUMBER for EQUIPMENT	SAILS.	CABLES &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.				Machine where Tested & Suprntd.	
									No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.		
		Fore Sails,	Chain	270	1 1/2	B.S. 4175 lbs 7.5 31/25"	240 x 1 1/2	Glasgow W. Fraser Suft	Bower Anchors	864	27.3.24	24.1.2.7	243	
		Fore Top Sails,	Iron Stream Chain	45	1 1/2	B.S. 3044 7.5 203"	45 x 1 1/2	Do		866	27.3.24	24.1.2.7	243	
		Fore Topmast Stay Sails,	or Hempen Strm Cable							865	23.3.8	23.14.2.2	232	
		Main Sails,	Towline, Hemp	90	3 1/2	B.S. 2674	90 x 3 1/2	Trans. Cert. dated 29/10/83	Stream Anchor	867	9.0.11	11.4.2.2	83	
		Main Top Sails,	or Steel Wire	90	9	B.S. 1214	90 x 9	Trans. Cert. dated 29/10/83	Kedge	868	5.0.23	4.11.3.4	43	
		and	Warp	90	2 1/2	B.S. 1214	90 x 2 1/2	Trans. Cert. dated 29/10/83	2nd Kedge		2.1.25	5.0.0.0	24	

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's patent)* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Deck framing* How secured in ordinary weather? *Plates & Bolts*
 What arrangements for deadlights in bad weather? *Shutters with bulls eyes fitted in same*

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 scuppers 3-1 1/2 x 2-5/8, 2 scuppers & 2 grooving pipes
abaft - 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, 3'6" x 4'0"*

If of extraordinary size, state how framed and secured? *In way of No 2 Hatchway Iron deck increased in thickness by 1/2"*
 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. *1838*
 Date *12th March 83*
 Order for Ordinary Survey No. *280*
 Date *12th March 83*
 No. *280* in builder's yard.

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, fore-castle, or raised quarter deck. (If 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, *J. J. House*
 Special ... £ *61: 18: 0*
 Certificate ... £ *0: 0: 0*

Committee's Minute *TUESDAY 20 NOV 1883 18*
 Character assigned *100 A1*
 J. J. House
 Surveyor to Lloyd's Register of British and Foreign
 This submitted that this vessel is of the favourable construction recommended provided it are built as required by one deck (iron) 2 as of 15ms