

IRON ~~OR STEEL~~ SHIP.

(Received at London Office

No. 6317 Survey held at Glasgow Date, First Survey 8th March Last Survey 12th November 1883
On the Screw Steamer "Euterpe" Reg

Tonnage under	1227.85
Tonnage Deck }	
Do. between Tonnage Dk.	
and 3rd, 4th, Spar or	
Awning Dk. }	
Total under Upper Dk.	
Do. of Poop	
Do. of Raised Qr. }	111.19
Dk. or Break }	
Do. of Bridge House	132.35
Chart	
Do. of Houses on Deck	3.10
Do. of excess of Hatchways	15.61
Do. of Forecastle	31.57
Gross Tonnage	1521.67
Less Crew Space	44.89
	1476.78
Less Engine Room	486.93
Register Tonnage	989.85
as cut on Beam }	

ONE, OR TWO DECKED, THREE DECKED VESSEL,	Feet.
SPAR, OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	17.84
Depth from upper part of Keel to top of Upper Deck Beams	19.87
Girth of Half Midship Frame (as per Rule)	34.43
1st Number	72.21
1st Number, if a 2 Decked Vessel .. deduct 7 feet	
Length	258.58
2nd Number	18.672
Proportions— Breadths to Length	7.22
Depths to Length— Upper Deck to Keel	13.01
Main Deck ditto	

Master *J. S. Tonkin*
~~Year of appointment~~ (1) As master in service of owner of present vessel. - 18
 (2) As master of this vessel 18
 Built at *Glasgow*
 When built *1883* Launched *31st Octr*
 By whom built *Alex. Stephen & Sons*
 Owners *The "Enterpe Steamship Co. Ltd.*
~~Manager~~
 (If desired to be entered in Reg. Book.)
 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 ...	Feet.	Inches.	BREADTH— Moulded... ..	Feet.	Inches.	DEPTH top of Planks ^{D.B.} to Upper Deck Beams Do do Main Deck Beams	Feet.	Inches.	Power of Engines	Horse.	N ^o . of Decks with flat laid <i>one</i> N ^o . of Tiers of Beams <i>two</i>
	258.58			35.	78		16.	49		180	

Dimensions of Ship per Register, length, 260'1 breadth, 36'0 depth, 16'4" Moulded depth

	Inches in Ship.	Inches per Rule. for 4 ft. section							
KEEL, depth and thickness			Flat Keel Plates, breadth and thickness ^{for 4 ft. at end}	41	15 $\frac{1}{2}$	41	15 $\frac{1}{2}$		
STEM, moulding and thickness... ..	8 $\frac{1}{2}$ X 2 $\frac{1}{2}$	8 $\frac{1}{2}$ X 2 $\frac{1}{2}$	PLATES in Garboard Strakes, br'dth & thickness	41	11 $\frac{1}{2}$	41	11 $\frac{1}{2}$		
STERN-POST for Rudder do. do.	8 $\frac{1}{2}$ X 5	8 $\frac{1}{2}$ X 5	" From Garboard to upper part of Bilges... ..		9x10		9x10		
" " for Propeller	9x12 $\frac{1}{2}$ X5	8 $\frac{1}{2}$ X 5	" Of plating at Bilge, or increased thickness <u>and length applied</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100A)	" From up. prt of Bilge to l.r.edge of Sh'rstrake..		10		10		
			" Main Sheerstrake, breadth and thickness.....	46	12	46 $\frac{1}{2}$	12		

FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships ...	$4\frac{1}{2}$	3	8	$4\frac{1}{2}$	3	8	From main to aft spar, and aft spar to main	Up. or Spar Deck rate, breadth & thick'ness	$20\frac{1}{2}$	$16\frac{3}{4}$	$14\frac{1}{2}$	$14\frac{1}{2} \times 9\frac{1}{2}$	16×9	16×9
Do. for $\frac{1}{2}$ at each end ...	$4\frac{1}{2}$	3	7	$4\frac{1}{2}$	3	7		Butt Straps to outside plating, breadth & thickness	$20\frac{1}{2}$	$16\frac{3}{4}$	16	$16\frac{1}{2} \times 1\frac{1}{2}$		
REVERSED FRAMES, Angle Iron ...	3	3	7	3	3	7		Lengths of Plating	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> $\frac{\text{Floor plate to frame}}{6 \text{ frames spaces}}$ </div> <div> $\frac{\text{Spar to 5th frame}}{2\frac{1}{2} \text{ frame}}$ </div> </div>					

FLOORS, depth and thickness of Floor Plate	<i>Double bottom construction</i> <i>on the cellular system as</i> <i>per approved sections</i> <i>attached hereto</i>	Shifts of Plating, and Stringers	2	do	do	2'
at mid line for half length amidships ...		Gunwale Plate on ends of Awning, Spar, or	38	10	38	10
" thickness at the ends of vessel ...		Upper Deck Beams, breadth and thickness...				
" depth at $\frac{3}{4}$ the half-bdth. as per Rule ...		Angle Iron on ditto	5x4x9	5x4x9		
" height extended at the Bilges ...		W. Plating on ends of outside Hatchways				

BEAMS, Main & Raised quarter Upper, Spar, or Awning Decks Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge	6	3	8	6	3	8	Tie Plates fore and aft, outside of Gunwales Iron Plate, whole length Diagonal Tie Plates on Beams No. of Pairs Flat of Up., Spar, or Awning Dk.* How fastened to Beams Stringer Plate on ends of Main or Middle Deck	6	6	No wood deck lining
	24			24						

Average space... ..	Beams, breadth and thickness
BEAMS, Main, or Middle Deck	Is the Stringer Plate attached to the outside plating?
Single or Double Ang. Iron, Plate or Tee Bulb Iron	
Single, or double Angle Iron, on Upper Edge ...	Angle Irons on ditto, No.
Average space... ..	Tie Plates, outside Hatchways

[illegible]

BEAMS, HOLD.	9	2	9	9	2	9	Upper Beams	7	7
Single or double Angle Iron, Plate or Tee Bulb Iron							Is the Stringer Plate attached to the outside plating?	Yes	
Single or double Angle Iron on Upper Edge ...	4	4	8	4	4	8	Angle Irons on ditto, No. 4	2	5x4 9 5x4 9
Average space... .. .	10 frame spaces 10 frame spaces						Stringer or Tie Plates, outside Hatchways	2	4x4 9 4x4 9
KEELSONS Centre line, single or double plate,							Flat of Lower Deck *		

[illegible]

"	Double Angle Iron Side Keelson	Double Iron	Main piece of Rudder, diameter at head	6 1/4	6 1/4
"	Side Intercostal Plate	on the cellular system	do. at heel	3 1/2	3 1/4
"	do. Angle Irons	as per approved sections	Can the Rudder be unshipped afloat? Yes		
"	Attached to outside plating with angle iron	attached hereto.	Bulkheads No. 4 No. per Rule 4		

BILGE Angle Irons						" Thickness of <i>1/2 to 5/8"</i>
" do. Bulb Iron... ..						" Height up <i>Main & R. & Decks</i>
" do. Intercostal plates riveted to) plating for.....length)						" How secured to sides of ship <i>Double frames</i>
BILGE STRINGER Angle Irons	5	4	9	5	4	9

"	Intercoastal plates riveted to plating for half length)		8		8	"	Size of Vertical Angle Irons 3x3x7	and distance apart 30 in.
"	Built iron in Coar. of R & D	9½	9	9½	9	for over 3½ lng. in steel		
SIDE STRINGER	Are there 5	4	9	5	4	9	Are the outside Plates doubled two spaces of Frames in length?	yes
Do as built half in length	9½	9		to 9½	Gunwale	Riveted through plates with 8 in. Rivets, about 7" apart.		
FRAMES extend in one length from Keel					beam stringer			

The **REVERSED ANGLE IRONS** on floors and frames extend *from* middle line to *the main r. & l. & to hold on string alternately on alternate frames to hold on string*

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts properly shifted? *Yes*

PLATING. Garboard, double riveted to Keel, with rivets $1\frac{1}{8}$ in. diameter, averaging *4* ins. from centre to centre. *2* *3\frac{1}{2}* ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $2\frac{1}{2}$ ins. from centre to centre.

" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets $2\frac{1}{2}$ in. diameter averaging $3\frac{1}{2}$ ins. from centre to centre.

" **Butts of Four Strakes at Bilge for half length**, treble riveted with Butt Straps $\frac{1}{16}$ in. thicker than the plates they connect.

" **Butts of Main Sheerstrake**, worked clencher, double ~~single~~ riveted; with rivets $\frac{7}{8}$ in. diameter, averaging $3\frac{1}{2}$ ins. from cr. to cr.

" Edges from Bilge to Main Sheerstrake, worked ~~double~~ ^{treble} riveted; with rivets $\frac{1}{8}$ in. diameter, averaging $3\frac{1}{2}$ ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; ~~Upper Sheerstrake, double or single riveted.~~
 Lower Edges of Main Sheerstrake, double or single riveted.
 " Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted ~~length amidships.~~
 " Butts of Main Sheerstrake, treble riveted for $\frac{1}{2}$ length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for ~~length~~

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

What description of Iron is used to make the same? *None*
 Manufacturer's name or trade mark, *Mossend, Bolckow Vaughan & Co & Stockton*
 The above is a correct description.
 Builder's Signature, *(signed) R. Stephen & Son* Surveyor's Signature, *(signed) T. J. House*
 Surveyor to Lloyd's Register of British and Foreign Shipping

ROBERT EDMUND TAYLOR & SON, Commercial and General Steam Printers, 19, Old Street, Goswell Road, London, E.C.

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

4. If Iron Deck, state if whole or part, and if wood deck is laid thereon.

92-3148-0322

6317 Jls.
Planned

Workmanship. Are the butts of plating planed or otherwise fitted? *Planned*
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 *now* 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 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. *Iron*
State also Length and Diameter of *Lower* Masts and Bowsprit

Schooner } Pole masts { Foremast 102.9 16 x 1/4 21 x 1/4 17 x 1/4 9 x 1/4 } Wood poles in addition 7 ft. long
 } Mainmast 98.6 17 1/2 x 1/4 21 x 1/4 16 x 1/4 8 1/2 x 1/4 }
Rigged }
Iron, Clydevale B.B. Two plates in the round. Lands double riveted.
Butts treble riveted.

Number for Equip- ment 20539	CABLES, &c.			Test per Certificate, Tons.	Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS. Number of Certificate	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.								
Letter for do.	<i>Chain 1/8 270</i>			<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>	<i>Bower 864</i>	<i>27.3.24</i>	<i>27.1.2.7</i>	<i>27 3/4</i>	<i>Glasgow</i> <i>W. Fraser</i> <i>Super</i>
N ^o . SAILS.				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>	<i>866</i>	<i>27.3.24</i>	<i>27.1.2.7</i>	<i>27 3/4</i>	
Fore Sails,				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>	<i>865</i>	<i>27.3.8</i>	<i>27.14.221</i>	<i>23 1/2</i>	
Fore Top Sails,				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
Fore Topmast Stay Sails,				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
Fore Topmast Stay Sails,				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					<i>Glasgow</i> <i>W. Fraser</i> <i>Super</i>
Main Sails,				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
Main Top Sails,				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
and quality				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
<i>good</i>				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
Warp.....				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					<i>Glasgow</i> <i>W. Fraser</i> <i>Super</i>
				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					
				<i>13.8 15 tons</i>	<i>1 1/16</i>	<i>Glasgow</i>					

Standing and Running Rigging *Wire & manila* sufficient in size and *good* in quality. She has *1-24 ft. life* Boat and *1-24 ft. cutter* *1-16 ft. dingy*

The Windlass is *Iron (Emerson Walker & Co. Patent)* and Rudder *good* Pumps *good*

Engine Room Skylights. How constructed? *Teak Framing* How secured in ordinary weather? *Plates & Bolts.*

What arrangements for deadlights in bad weather? *Shutters with bullseyes fitted in same.*

Coal Bunker Openings. How constructed? *Deep coming plate* 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*

Cargo Hatchways. How formed? *Deep plates forming coming & going*

State size *Main Hatch 14' 0" x 12' 6" No. 22 1/2' Fore Hatch 10' 3' 19.11" x 12' 6" Quarter Hatch 14' 14'-10" x 12' 6" No. 5 3' 6" x 10'*

If of extraordinary size, state how framed and secured.... *In way of No. 2 Hatchway Iron deck plate in No. 1 Hatchway, Two in No. 2, one ditto in No. 3*

Order for Special Survey No. *1883* Date *12 March 1883*

Order for Ordinary Survey No. *1* Date *1*

No. *280* in builder's yard.

State dates of letters respecting this case

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 dated 3rd Jan'y & 9th April 83, & otherwise in compliance with the Rules with a view to the class contemplated.*

The foremost bulkhead, the double bottom, & after peak tank have been tested as required by the Rules.

Note: This vessel has left this port for Cardiff without the freeboard, as assigned by the Committee on the 15th inst, being marked on her sides.

One decked vessel with Forecastle 30 1/2 ft, Bridge 58 ft, Raised quarter deck 10 1/2 ft

How are the surfaces preserved from oxidation? Inside *Paint & cement* Outside *Paint*

Particulars for Record in R.B.—Length of Poop _____ ft., R.Q.D. _____ ft, Bridge Dk., _____ ft., F'castle _____ ft.; No. of Dks. (excluding spar, awn., &c.) _____

Material of dks. _____ If spar, awn. dk., &c. _____ Material of spar, awn. dk., &c. _____; No. of tiers of beams (with and without dks. laid) _____; *double bottom, state particulars on separate form.*

Official No. _____; Signal Letters _____

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

The amount of the Entry Fee£ : : is received by me, _____ (signed) *J. J. House*

Special£ : : _____ 18 _____ Surveyor to Lloyd's Register of British and Foreign Shipping.

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

(Travelling Expenses, if any, £).

Committee's Minute _____

Character assigned _____