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6317

IRON OR STEEL SHIP.

(Received at London Office)

Date of writing Report *9/04* Port of *Glasgow*
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 <i>1227.85</i>	ONE, OR TWO DECKED, THREE DECKED VESSEL,	Master <i>J. S. Tonkin</i>
Do. below on Tonnage Dk. and 3rd, 4th, Spar or Awning Dk.	SPAR, OR AWNING DECKED VESSEL.	Year of appointment <i>1883</i>
Total under Upper Dk.	Half Breadth (moulded) <i>17.89</i>	Built at <i>Glasgow</i>
Do. of Poop	Depth from upper part of Keel to top of Upper Deck Beams <i>19.87</i>	When built <i>1883</i> Launched <i>31st Octr</i>
Do. of Raised Or. Dk. or Break	Girth of Half Midship Frame (as per Rule) <i>34.45</i>	By whom built <i>Alex. Stephen & Sons</i>
Do. of Bridge House	1st Number <i>72.21</i>	Owners <i>The "Euterpe Steamship Co."</i>
Do. of Houses on Deck	1st Number, if a 2 Decked Vessel deduct 7 feet	Managers <i>Cardiff</i>
Do. of excess of Hatchways	Length <i>258.58</i>	(If desired to be entered in Reg. Book.)
Do. of Forecastle	2nd Number <i>18.672</i>	Residence <i>Cardiff</i>
Gross Tonnage <i>1521.67</i>	Proportions - Breadths to Length <i>7.22</i>	Port belonging to <i>Cardiff</i>
Less Crew Space <i>44.89</i>	Depths to Length - Upper Deck to Keel <i>13.01</i>	Destined Voyage <i>Cardiff</i>
Less Engine Room	Main Deck ditto	If Surveyed while Building, Afloat, or in Dry Dock.
Register Tonnage <i>989.85</i>		Built under Special Survey

LENGTH on deck as per Rule <i>258.58</i>	BREADTH - Moulded <i>35.78</i>	DEPTH top of Deck Beams <i>16.49</i>	Power of Engines <i>180</i>	Horse <i>180</i>	Nº. of Decks with flat laid <i>one</i>	Nº. of Tiers of Beams <i>two</i>
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Dimensions of Ship per Register, length, *260.1* breadth, *36.0* depth, *16.4* Moulded depth

	Inches in ship.	Inches per Rule.	Inches in ship.	Inches per Rule.	Inches in ship.	Inches per Rule.	Inches in ship.	Inches per Rule.
KEEL , depth and thickness	<i>8 1/2 x 2 1/2</i>	<i>8 1/2 x 2 1/2</i>						
STEM , moulding and thickness	<i>8 1/2 x 5</i>	<i>8 1/2 x 5</i>						
STERN-POST for Rudder do. do.	<i>9 x 12 1/2 x 5</i>	<i>8 1/2 x 5</i>						
" " for Propeller	<i>24</i>	<i>24</i>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>						
FRAMES , Angle Iron, for 1/2 length amidships	<i>4 1/2 x 3 x 8</i>	<i>4 1/2 x 3 x 8</i>						
Do. for 1/4 at each end	<i>4 1/2 x 3 x 7</i>	<i>4 1/2 x 3 x 7</i>						
REVERSED FRAMES , Angle Iron	<i>3 x 3 x 7</i>	<i>3 x 3 x 7</i>						
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<i>Double bottom constructed on the cellular system as per approved sections attached hereto</i>							
" thickness at the ends of vessel								
" depth at 1/4 the half-bdth. as per Rule								
" height extended at the Bilges								
BEAMS , Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>6 x 3 x 8</i>	<i>6 x 3 x 8</i>						
Single or double Angle Iron on Upper edge	<i>24</i>	<i>24</i>						
Average space								
BEAMS , Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
BEAMS , Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron								
Single or double Angle Iron on Upper Edge								
Average space								
BEAMS , Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>						
Single or double Angle Iron on Upper Edge	<i>4 x 4 x 8</i>	<i>4 x 4 x 8</i>						
Average space	<i>10 frame spaces</i>	<i>10 frame spaces</i>						
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates								
" Rider Plate								
" Bulb Plate to Intercostal Keelson								
" Angle Irons								
" Double Angle Iron Side Keelson								
" Side Intercostal Plate								
" do. Angle Irons								
" Attached to outside plating with angle iron								
BILGE Angle Irons	<i>5 x 4 x 9</i>	<i>5 x 4 x 9</i>						
" do. Bulb Iron								
" do. Intercostal plates riveted to plating for length	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>						
BILGE STRINGER Angle Irons	<i>5 x 4 x 9</i>	<i>5 x 4 x 9</i>						
" Intercostal plates riveted to plating for length	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>						
SIDE STRINGER Angle Irons	<i>5 x 4 x 9</i>	<i>5 x 4 x 9</i>						
Do. as Bulb iron in hold for length	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>						
The FRAMES extend in one length from <i>Keel</i> to <i>Gunwale</i>								

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to the main R. & Q. Decks and to hold on stringers or alternate frames to R. & Q. Decks.

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 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 *3/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

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

" Butts of Spar Strakes at Bilge for half length, treble riveted with Butt Straps *1/6* in. thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets *3/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

Upper Sheerstrake, double or single riveted.

Lower 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.

" Breadth of laps of plating in double riveting *6 3/4 x 5 1/2* in. Breadth of laps of plating in single riveting

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 for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Best*

Manufacturer's name or trade mark, *Mossend Bolckow Vaughan & Co & Stockton*

The above is a correct description.

Builder's Signature, (signed) *Alex. Stephen & Son* per *Alex. Scott*

Surveyor's Signature, (signed) *J. C. House*

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

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

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



423148-0322

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.

State also Length and Diameter of Lower Masts and Bowsprit

	Length (Extrms)	Sea Thk	Partners Sea Thk	Grounds Sea Thk	Head of Topmast Sea Thk
Schooner } Foremast	102.9	16 x 1/16	21 x 1/16	17 x 1/16	9 x 1/16
Regged } Mainmast	98.6	17 1/2 x 1/16	21 x 1/16	16 x 1/16	8 1/2 x 1/16

Iron, Blythesdale B.B. Two plates in the round. Lands double riveted.
Butts treble riveted.

Number for Equip-ment	CABLES, &c.			Test per Certificate, Tons.	Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight, Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
	Number of Certificates	Fathoms.	Inches.				Number of Certificate	Weight.					
Letter for do.	Chain 1/8" 270	1 1/16	13.8 11.15 tons	13.8 11.15 tons	1 1/16	Glasgow W. Fraser (Suft)	Bower Anchors	864	27.3.24	27.1.2.7	27 3/4	Glasgow W. Fraser (Suft)	
N ^o .							Anchors	866	27.3.24	27.1.2.7	27 3/4		
SAILS.								865	23.3.8	23.14.221	23 1/2		
Fore Sails,													
Fore Top Sails,													
Fore Topmast Stay Sails,	Iron Stream Chain	75	1 1/16	13.8 30.4"	13.8 30.4"	Do							
Main Sails,	Hempen Str'm Gabb												
Main Top Sails, and quality	TOWLINE—Hemp or Steel Wire	90	3 1/2	13.8 16 tons	90 x 3 1/2	Manufactured Cert dated 29/10/83	Stream	867	9.0.11	11.4.2.21	8 3/4		
good	Hawser	90	9	90 x 9	90 x 9	Manufact Cert dated 29/10/83	Kedge	868	5.0.23	7.11.3.14	4 1/2		
	Warp	90	2 1/2	13.8 12 tons	90 x 2 1/2	Manufact Cert dated 29/10/83	2nd Kedge	869	2.1.25	5.00.0	2 1/4		

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

The Windlass is Iron (Emerson Walker) 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 + curling Hatches, If strong and efficient? yes

State size Main Hatch 14'0" x 12'6" No. 2 22'7" Fore Hatch 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 plate in No. 1 Hatchway, Two in No. 2, one ditto in No. 3

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES OF SURVEYS held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.	Total No. of Visits
1883	12 March 1883			280			On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped	1883 March 8 & 29 April 3, 7, 12, 14, 20 & 27 May 2, 9, 11, 14, 16, 22 & 29 June 1, 6, 8, 13, 15, 21, 26 & 29 July 5, 11, 25 & 30 Augt. 7, 8, 10, 15, 17 & 23 Sept. 2 & 7 & 24 Oct. 2, 4, 10, 12, 17, 23, 26, 30 & 31 Nov. 7 & 12

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 Bardiff 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) ; Official No. ; Signal Letters ; (Double bottom, state particulars on separate form.)

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

The amount of the Entry Fee £ 18 is received by me, (signed) J. J. House
Special £ ; ; ;
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 ; ; ;

