

# IRON SHIP.

No. **6490** Survey held at **Dumbarton** Date, First Survey **6<sup>th</sup> May 1884** Last Survey **31<sup>st</sup> Dec<sup>r</sup> 1884**  
 On the **Iron Steamer EYPTAS (Eurolis)** *Barque rigged*

**TONNAGE** under Tonnage Deck **233.73**  
 Ditto of Third, Spar, or Awning Deck.  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **64.63**  
 Less Crew Space **169.10**  
 Less Engine Room **46.83**  
 Register Tonnage as cut on Beam **22.27**

**PLANS CASE**

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.**

Half Breadth (moulded) **12.5**  
 Depth from upper part of Keel to top of Upper Deck Beams **14.5**  
 Girth of Half Midship Frame (as per Rule) **21.12**  
 1st Number **48.12**  
 1st Number if 3-Decked Vessel deduct 7 feet  
 Length **130**  
 2nd Number **6255**  
 Proportions—Breadths to Length **5.2**  
 Depths to Length—Upper Deck to Keel **8.97**  
 Main Deck ditto

Mast  
 Built at **Dumbarton**  
 When built **1884** Launched **24 Sep<sup>r</sup> 1884**  
 By whom built **A. McMillan Son**  
 Owners **Greek Government**  
 Residence  
 Port belonging to  
 Destined Voyage  
 If Surveyed while Building, Afloat, or in Dry Dock.  
**White Building afloat in Dry Dock.**

**LENGTH** on deck as per Rule **130** **BREADTH** Moulded **25** **DEPTH** top of Floors to Upper Deck Beams **13** **3** **Power of Engines** **80** **N<sup>o</sup>. of Decks with flat laid** **2** **N<sup>o</sup>. of Tiers of Beams** **2**

Dimensions of Ship per Register, length, breadth, depth, moulded depth 14 ft.	Inches in Ship	Inches in Ship	16ths in Ship	Inches in Ship	Inches in Ship	16ths in Ship	Inches in Ship	Inches in Ship	16ths in Ship
<b>KEEL</b> , depth and thickness	9x1 1/2	9x1 1/2							
<b>STEM</b> , moulding and thickness	8x1 1/2	8x1 1/2							
<b>STERN-POST</b> for Rudder do. do.	6x3 1/2	6x3 1/2							
" " for Propeller	21 ins	21 ins							
Distance of Frames from moulding edge to moulding edge, all fore and aft									
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships	3 3 6	3 3 6							
Do. for 1/2 at each end	2 1/2 2 1/2 5	2 1/2 2 1/2 5							
<b>REVERSED FRAMES</b> , Angle Iron	15	6							
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships		5							
" thickness at the ends of vessel									
" depth at 3/4 the half-bdth. as per Rule									
" height extended at the Bilges									
<b>BEAMS</b> , Upper, Spar, or Awning Deck	6 4 1/2 8	6 4 1/2 8							
Single or double Angle Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron on Upper Edge									
Average space	42 ins	42 ins							
<b>BEAMS</b> , Main, or Middle Deck	6 4 1/2 8	6 4 1/2 8							
Single or double Angle Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron on Upper Edge									
Average space	42 ins	42 ins							
<b>BEAMS</b> , Lower Deck	6 4 1/2 8	6 4 1/2 8							
Single or double Angle Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron on Upper Edge									
Average space	42 ins	42 ins							
<b>BEAMS</b> , Hold, or Orlop	6 4 1/2 8	6 4 1/2 8							
Single or double Angle Iron, Plate or Tee Bulb Iron									
Single or double Angle Iron on Upper Edge									
Average space	42 ins	42 ins							
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates	16	7	15	7					
" Rider Plate	22	8	22	8					
" Butt Plate to Intercoastal Keelson	3 3 6	3 3 6							
" Angle Irons	3 3 6	3 3 6							
" Double Angle Iron Side Keelson	3 3 6	3 3 6							
" Side Intercoastal Plate									
" do—Angle Irons									
" Attached to outside plating with angle iron	3 3 6	3 3 6							
<b>BILGE</b> Angle Irons	3 3 6	3 3 6							
" do. Butt Iron									
" do. Intercoastal plates riveted to plating for length									
<b>BILGE STRINGER</b> Angle Irons									
Intercoastal plates riveted to plating for length									
<b>SIDE STRINGER</b> Angle Irons									

The **FRAMES** extend in one length from **middle line** to **gunwale**  
 The **REVERSED ANGLE IRONS** on floors and frames extend **from middle line to lower** and to **up. sks** alternately  
**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** in. diameter, averaging **5** ins. from centre to centre.  
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets **3/4** in. diameter, averaging **3** ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **3/4** in. diameter averaging **3** ins. from centre to centre.  
 " Butts of / Strakes at Bilge for **1/2** length, treble riveted with Butt Straps **1/16** thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets **3/4** in. diameter, averaging **3** ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **3/4** in. diameter, averaging **3** ins. from cr. to cr.  
 " Edges of Main Sheerstrake, double ~~single~~ riveted. **Upper Sheerstrake, double or single riveted**  
 " Butts of Main Sheerstrake, ~~double~~ riveted for **whole** length amidships. **Butts of Upper or Spar Sheerstrake, treble riveted** length amidships.  
 " Butts of Main Stringer Plate, treble riveted for **1/2** length amidships. **Butts of Upper or Spar Stringer Plate, treble riveted for** length  
 " Breadth of laps of plating in double riveting **4 1/2** Breadth of laps of plating in single riveting **✓**  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Yes & don** No. of Breasthooks, **3** Crutches, **Scup flom**  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **"Stockton"**  
 Manufacturer's name or trade mark, **Middlebrook**  
 The above is a correct description  
 Builder's Signature, **A. McMillan Son** Surveyor's Signature, **J. Dodd**  
 Surveyor to Lloyd's Register of British and Foreign Shipping.



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, but straps, or plate to plate, &c., conform well to each other?

Yes

Are the rivet holes well and sufficiently counter sunk 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 very few.

Masts, Bowsprit, Yards, &c., are Pitch Pine 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 Lower Masts and Bowsprit Fitted as per enclosed tracing.

NUMBER for EQUIPMENT 6255.6		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.												
N <sup>o</sup> .	CABLES, &c.	60 2 1/2	1 5/16	23.7	16 1/2	Reberton	Bower Anchors	7999	6.3.15	9.5.0.0	6 1/2	Reberton
Fore Sails,	Chain	105 2 1/2		18.8								
Fore Top Sails,	Iron Stream Chain	45	5/8	9.25	45.5/8	D. G.		7998	6.3.6	9.2.2.0	6 1/2	D. G.
Fore Topmast Stay Sails,	or Steel Wire	12 1/2	3/8	12.5	12.5	Lewis.						
Main Sails,	or Hempen Strm	75	7	75.7				180352	1.22	5.0.0.0	2 1/2	D. G.
Main Top Sails,	Cable	90	5	90.5					2.03			
and	Towline, Hemp.							18057	1.2.13	4.1.2.7	1 1/2	Lewis.
	or Steel Wire											
	Hawser											
	Warp											
	quality											
Standing and Running Rigging		wire hemp sufficient in size and 92 in quality. She has 2 Long Boats and 20 Kios.										
The Windlass is		Harfield's Capstan 52 and Rudder good Pumps good										
Engine Room Skylights.		How constructed? Deck on Iron How secured in ordinary weather? Bolted										
What arrangements for deadlights in bad weather?		Brass bars & Carpanlins										
Coal Bunker Openings.		How constructed? Cast Iron How are lids secured? Bayonet fixing Height above deck? flush.										
Scuppers, &c.		What arrangements for clearing upper deck of water, in case of shipping a sea? 3 water ports, 3 scuppers and 2 moving pipes.										
Cargo Hatchways.		How formed? No Cargo Hatchways.										
State size Main Hatch		Forehatch Quarterhatch										
If of extraordinary size, state how framed and secured?												
What arrangement for shifting beams?												
Hatches, If strong and efficient?		Yes										

Order for Special Survey No.

Date 4<sup>th</sup> April 1884

Order for Ordinary Survey No.

Date

No. 256 in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented.
- 5th. After the ship was launched and equipped

Specially Surveyed - 1884. May 6, 20, 23, 27, 30; June 3, 6, 10, 13, 18, 20, 24, 27; July 2, 4, 9, 16, 17, 29, 31; Aug. 5, 8, 12, 13, 14, 19, 21, 27, 29; Sep. 3, 5, 9, 12, 16, 20, 23, 24, 26, 30; Oct. 3, 7, 14, 18, 21, 25, 26, 28; Dec. 2, 3, 4, 8, 9, 10, 11, 12, 13, 22

General Remarks (State quality of workmanship, &c.) The workmanship is good, and the vessel has been built in accordance with drawings (4 in number) enclosed herewith, and with the instructions contained in the Secretary's letters above referred to, and otherwise in accordance with the requirements of the Rules.

The fore and after peaks were and magazine & shell room compartment were tested under water pressure by these compartments being filled, and found satisfactory.

This vessel has also been surveyed according to specification, and Certificates, as to the progress of the work, have been granted as the instalments fell due.

I attended steam & sailing trials, in light & flood condition, which all had satisfactory results.

Attached herewith are copies of the Certificates (4 in number) issued by me.

State if one, two, or three decked vessel, or if spar, or sailing decked, and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form.)

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

I am of opinion this Vessel should be Classed 100A

The amount of the Entry Fee £ 2: - is received by me, 13/1/85

Special £ 11: 14: - 18

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

(Travelling Expenses, if any, £ 2: 19/8, also £ 2: 9: 5 in connection with Inclining Experiments. See letter 10 July 5/1885.

Committee's Minute FRIDAY 9 JAN. 1885 18

Character assigned 100A

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

It is submitted that this vessel appears eligible to be classed

100A as recommended

20th

9/1/85

Lloyd's Register Foundation