

IRON SHIP (Received at London Office, Jan 18 1886) No. 30943 Survey held at Liverpool Date, First Survey Jan 4 1886 Last Survey Jan 18 1886 On the Iron Ship "Eurydice"

TONNAGE under Tonnage Deck 1096 Ditto of Third, Spar, or Awning Deck, Ditto of Poop, or Raised Or. Dk. Ditto of Houses on Deck Ditto of Forecastle Gross Tonnage 1152 Less Crew Space Less Engine Room Register Tonnage as cut on Beam 1152

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL. Half Breadth (moulded) 17.4 Depth from upper part of Keel to top of Upper Deck Beams 25.8 Girth of Half Midship Frame (as per Rule) 38.0 1st Number 81.2 1st Number, if a 3-Decked Vessel deduct 7 feet Length 195.0 2nd Number 15934 Proportions— Breadths to Length 5.57 Depths to Length—Upper Deck to Keel 8.5 Main Deck ditto

Master W. Gale Built at Isle of Man (Ramsey) When built 1865 Launched By whom built Isle of Man S. B. Co. Owners W. H. Ross & Co. Residence Liverpool Port belonging to London Destined Voyage Cardiff to Port. If Surveyed while Building, Afloat, or in Dry Dock. Afloat and in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	195	0	Moulded	35	0	top of Floors to Upper Deck Beams Do. do. Main Deck Beams	24	3		Two	Two

Dimensions of Ship per Register, length, 205.2 breadth, 35.1 depth, 24.1

KEEL, depth and thickness	Inches in Ship.	Inches per Rule.
Centre V. Plate	33 x 11/16	8 1/2 x 2 1/2
Stem, moulding and thickness	9 x 2 1/2	8 x 2 1/2
STERN POST for Rudder do. do.	9 x 2 1/2	8 x 2 1/2
" " for Propeller		
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	23

(Class 1004)

FRAMES, Angle Iron, for 1/2 length amidships	Inches in Ship.	Inches per Rule.
Do. for 1/2 at each end	5 3/2	9 5 3/2 8 1/6
REVERSED FRAMES, Angle Iron	5 3/2	9 5 3/2 7 1/6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	3 1/2	3 1/2 3 1/2 8 1/6
" thickness at the ends of vessel	18	9 24 1/2 x 10
" depth at 1/2 the half-bdth. as per Rule		9
" height extended at the Bilges		

BEAMS, Upper, Spar, or Awning Deck	Inches in Ship.	Inches per Rule.
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 9	8 1/2 x 8
Single or double Angle Iron on Upper edge	3 1/2 3 1/2 7	3 3 7 1/6
Average space	42	46
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		
BEAMS, Lower Deck		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 1/2 x 9 1/6	8 1/2 x 8
Single or double Angle Iron on Upper Edge	3 1/2 3 1/2 7 1/6	3 3 7 1/6
Average space	42	46
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		
KEELSONS Centre line, single or double plate, box, or intercostal plates	33 x 11/16	10 1/6
" Rider Plates V. side on floors	14 1/2 x 8 1/6	25 x 11 1/6 or 12 3/4 x 9 1/6
" Bulb Plate to intercostal Keelson		
" Angle Irons (double)	5 4 1/2 9 1/6	5 3 1/2 9 1/6
" Double Angle Iron Side Keelson		
" Side Intercostal Plate		11 1/6 8 1/6
" do. Angle Irons	5 4 9 1/6	5 3 1/2 9 1/6
" Attached to outside plating with angle iron		
BILGE Angle Irons	5 4 9 1/6	5 3 1/2 9 1/6
" do. Bulb Iron		
" do. Intercostal plates riveted to plating for length		
BILGE STRINGER Angle Irons	5 4 9 1/6	5 3 1/2 9 1/6
Intercostal plates riveted to plating for 3/4 length	8 1/2 x 9 1/6	
SIDE STRINGER Angle Irons	5 4 9 1/6	5 3 1/2 9 1/6
and on both sides between	8 1/2 x 9 1/6	
The FRAMES extend in one length from	Keel	to pumvale
The REVERSED ANGLE IRONS on floors and frames extend	from	middle line to Hold-beam stringer and to pumvale 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 1/8 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 ins. from centre to centre.		
" Butts of Strakes at Bilge for length treble riveted with Butt Straps 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 length amidships Butts of Upper or Spar Sheerstrake, treble riveted length amidships.		
" Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.		
" Breadth of laps of plating in double riveting 5 Breadth of laps of plating in single riveting		
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?		
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?		
Manufacturer's name or trade mark,	Consett	
The above is a correct description.		
Builder's Signature,		
Surveyor's Signature,	J. F. Smith	
Surveyor to Lloyd's Register of British and Foreign Shipping.		

Workmanship. Are the butts of plating planed or otherwise fitted?

will fitted but not 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?

solid single pieces

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?

very few and in Butts only.

Masts, Bowsprit, Yards, &c., are

Iron 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

Fore, Main and Mizzen masts and Bowsprit

of iron two plates in the Round single riveted in edges and double riveted in Butts, plates $7/16$ to $9/16$, 4 angles in fore main & Bowsprit of $2 \times 3 \times 7/8$ and three angle irons in the Mizzen of $4 \times 3 \times 7/8$. Iron lower yard and lower top rail yards on the fore & main, and Cross-jack yard $5/16$ plates tapered to $1/4$. Two angles of $3 \times 3 \times 9/16$

NUMBER for EQUIPMENT

SAILS.	CABLES, &c.	Pathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Supdnt.	ANCHORS. N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Supdnt.
N ^o 1 Fore Sails,	Chain	210	1 1/2		270	1 1/2	Bower Anchors	36.3.21		30.0.0	
Fore Top Sails,	Iron Stream Chain	60	1 7/8	63 1/4			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	32.1.22	304.1.0	30.0.0	
Fore Topmast Stay Sails,	or Steel Wire ..	60	1 5/16	88 1/2	75	15/16		31.0.0	29 3/8	25 1/2	
Main Sails,	or Hempen Strm Cable							Tested at Chester 9.1.77			a. s. Back Aug
Main Top Sails, and good quality Look	Towline, Hemp.	90	11		90	10 1/2		Cardiff 10.7.77			S. W. Penn 6
	or Steel Wire ..										
	Hawser	90	9		90	9	Stream Anchor	12.1.5		9 1/2	
	Warp	90	6		90	5 1/2	Kedge ...	6.2.20		4 3/4	
							2nd Kedge ...	2.2.14		2 1/2	Iron.

Standing and Running Rigging Wire and hemp sufficient in size and good in quality.

She has One Long Boat and three others - one

The Windlass is good. African Capstan two of iron and Rudder good

Pumps two of iron, and bilge pumps inside in fore compartment

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea?

4 Scuppers on each side and 3 ports - on each side

Cargo Hatchways. - How formed? Iron Combs except the fore hatch - lip of wood.

State size Main Hatch 13.5 x 10.3 Fore hatch 6 x 4.7 Quarter hatch 6.4 x 4.5

If of extraordinary size, state how framed and secured? not large

What arrangement for shifting beams? One fore and after in main hatch.

Hatches, If strong and efficient? Strong and good.

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. 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

State dates of letters respecting this case.

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

Workmanship and materials good. This vessel was seen by me on the 15th July 1864 and subsequent dates while building at Ramsey J. of L. and my notes of her scantlings very full. On comparing her scantlings by the Rules of this date for the 100 A grade I find her in excess in some parts and the plating at alternate strakes $1/16$ in more than at present required. - She falls short in depth and thickness of floors but the frames spaced 21 in lieu of 23 she has also a very strong middle-line - I beg to recommend her Claims for favourable consideration for the 100 A grade sought by the Owners.

The stores examined by Mr. Harvelly and others were examined in dry-dock and as required by the Rules. please see Letter dated London Jan^{ry} 8th 1866 respecting survey N^o 3.

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 form.)

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

I am of opinion this Vessel should be Classed Favorably considered for 100 A.

The amount of the Entry Fee£ is received by me,

Special£ 18

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

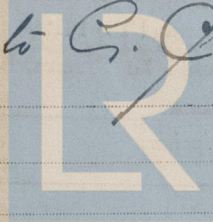
(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

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

Liverpool Jan^{ry} 29th 1866. Reg^d to C. Committee.



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