

# IRON OR STEEL SHIP.

(Received at London Office, TUE 1890)

3969

No. 3969 Survey held at Warrington Date of writing Report 13<sup>th</sup> June 1890 Port of Whitehaven  
On the Steel Sailing Barge "Eusemere" Date First Survey 9<sup>th</sup> April 1889 Last Survey 4<sup>th</sup> June 1890

**TONNAGE** under Tonnage Deck 2334.33  
Do. between Tonnage Dk. and 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, Spar or Awning Dk.  
**Total under Upper Dk.** 2334.33  
Do. of Poop 122.89  
Do. of Raised Or. 4.62  
Do. of Houses on Deck 40.00  
Do. of excess of Hatchways 4.20  
Do. of Forecastle Sides 4.20  
**Gross Tonnage** 2512.04  
Less Crew Space 48.98  
**Register Tonnage** 2463.06  
Less Engine Room as cut on Beam

**ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING DECKED VESSEL.**  
Two tiers of Beams  
**Half Breadth** (moulded) 21.0 Feet.  
**Depth** from upper part of Keel to top of Upper Deck Beams 24.0  
**Girth of Half Midship Frame** (as per Rule) 42.0  
**1st Number** 90.0  
**1st Number, if a 3 Decked Vessel** deduct 7 feet  
**Length** 292.0  
**2nd Number** 26280  
**Proportions**— Breadths to Length 6.95  
Depths to Length—Upper Deck to Keel 10.81  
Main Deck ditto

**Master** J. B. Spratt  
**Year of appointment** (1) As master in service of owner of present vessel:—1890  
(2) As master of this vessel:—1890  
**Built at** Warrington  
**When built** 1890 **Launched** 5<sup>th</sup> May  
**By whom built** R. Williamson & Son  
**Owners** Sailing Ship Eusemere & Co.  
**Managers** Fisher & Spratt  
(If desired to be entered in Reg. Book.)  
**Residence** London  
**Port belonging to** London  
**Destined Voyage** Cardiff then to Colombo  
**If Surveyed while Building, Afloat, or in Dry Dock.**  
Built under Special Survey.

**LENGTH** on deck as per Rule 292.0 Feet. **BREADTH** Moulded 42.0 Feet. **DEPTH** top of Floors to Upper Deck Beams 24.83 Feet. **Power of Engines** 1 **No. of Decks with flat laid** 1  
Do. do. Main Deck Beams 24.83 **No. of Tiers of Beams** 2

Dimensions of Ship per Register, length, 303.7 breadth, 42.2 depth, 24.55 Moulded depth 25.11

**KEEL**, depth and thickness 10 x 2 3/4 Inches in Ship. 10 x 2 3/4 Inches per Rule.  
**STEM**, moulding and thickness 10 x 2 3/4 Inches in Ship. 10 x 2 3/4 Inches per Rule.  
**STERN-POST** for Rudder do. do. 10 x 2 3/4 Inches in Ship. 10 x 2 3/4 Inches per Rule.  
" " for Propellers  
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100A)

**FRAMES**, Angle Iron, for 1/2 length amidships 5 1/2 x 3 1/2 Inches in Ship. 8 x 8 Inches per Rule.  
Do. for 1/2 at each end 5 1/2 x 3 1/2 Inches in Ship. 8 x 8 Inches per Rule.  
**REVERSED FRAMES**, Angle Iron 5 1/2 x 3 1/2 Inches in Ship. 8 x 8 Inches per Rule.  
**FLOORS**, depth and thickness of Floor Plate at mid line for half length amidships 26 10 Inches in Ship. 26 10 Inches per Rule.  
" thickness at the ends of vessel 8 8 Inches in Ship. 8 8 Inches per Rule.  
" depth at 1/2 the half-bath. as per Rule 13 13 Inches in Ship. 13 13 Inches per Rule.  
" height extended at the Bilges 52 52 Inches in Ship. 52 52 Inches per Rule.

**BEAMS**, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 10 10 Inches in Ship. 10 10 Inches per Rule.  
Single or double Angle Iron on Upper edge 3 1/2 x 3 1/2 Inches in Ship. 4 x 4 Inches per Rule.  
Average space 48 48 Inches in Ship. 48 48 Inches per Rule.

**BEAMS**, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 11 10 Inches in Ship. 11 10 Inches per Rule.  
Single or double Angle Iron on Upper Edge 3 1/2 x 3 1/2 Inches in Ship. 4 x 4 Inches per Rule.  
Average space 48 48 Inches in Ship. 48 48 Inches per Rule.

**BEAMS**, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron 11 10 Inches in Ship. 11 10 Inches per Rule.  
Single or double Angle Iron on Upper Edge 3 1/2 x 3 1/2 Inches in Ship. 4 x 4 Inches per Rule.  
Average space 48 48 Inches in Ship. 48 48 Inches per Rule.

**BEAMS**, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 19 13 Inches in Ship. 19 13 Inches per Rule.  
Single or double Angle Iron on Upper Edge 3 1/2 x 3 1/2 Inches in Ship. 4 x 4 Inches per Rule.  
Average space 48 48 Inches in Ship. 48 48 Inches per Rule.

**KEELSONS** Centre line, single or double plate, box, or intercostal, Plates 19 13 Inches in Ship. 19 13 Inches per Rule.  
Rider Plate 13 13 Inches in Ship. 13 13 Inches per Rule.  
Bulb Plate to Intercostal Keelson 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
Angle Irons 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
Double Angle Iron Side Keelson 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
Side Intercostal Plate 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
do. Angle Irons 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
Attached to outside plating with angle iron 3 1/2 x 3 1/2 Inches in Ship. 4 x 4 Inches per Rule.

**BILGE** Angle Irons 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
do. Bulb Iron 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
do. Intercostal plates riveted to plating for length 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.

**BILGE STRINGER** Angle Irons 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
Intercostal plates riveted to plating for length 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
do. Angle Irons 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.

**IDE STRINGER** Angle Irons 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
do. Angle Irons 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.  
do. Intercostal plates riveted to plating for length 6 4 9 6 4 9 Inches in Ship. 6 4 9 6 4 9 Inches per Rule.

**BEAMS** extend in one length from Keel to Gunwale  
**REVERSED ANGLE IRONS** on floors and frames extend from middle line to Gunwale and on alternate frames to Deck  
**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 5 1/2 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/2 in. diameter, averaging 3 ins. from centre to centre.  
Butts of all Strakes at Bilge for whole length, treble riveted with Butt Straps 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/2 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, treble riveted for 3 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for 3 length amidships.  
Butts of Main Stringer Plate, treble riveted for 3 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3 length amidships.  
Breadth of laps of plating in double riveting 5 1/2 6 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble or Double No. of Breasthooks, 4 Crutches, 6  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Mild Steel.  
Manufacturer's name or trade mark, Steel Co. of Scotland Ltd. West Cumberland Iron Steel Co. Ltd. Consett Iron Co. Ltd. The above is a correct description. William Beardmore & Co. Dumfries & Glasgow Iron Works Co. Conto Iron Steel Co.  
Builder's Signature, R. P. Williamson & Son Surveyor's Signature, J. J. Horne

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 facing 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 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 The lower masts & bowsprit in one length, bowsprit fore, main and mizen lower yards, and the lower & upper topsail yards are constructed of mild steel plates, with iron angles in the fore, main & mizen masts & bowsprit, in conformity with the accompanying approved plans (340), as amended. The steel was made by the New Cambrian Iron & Steel Co. and tested as prescribed by the Rules. Each 1883.

Number for Equip- ment	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Weight. Ex. Stock.	Test per Certificate (State if any and which Anchors are Stockless.)	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate					
Letter for do. 20	10736 & 10734	270	2 1/2	0.5. 107 1/2 7.5. 76 5/10	240 x 2 1/2	Sept. 18 1890. J. J. Jones, Esq. J. J. Jones, Esq.	12294	40.0.0	35.15.0.0	40	Sept. 25 1890.	
SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality Good	10428					Makers: J. J. Jones, Esq. J. J. Jones, Esq.	12304	38.3.7	35.0.3.21	40	Feb. 1890.	
	Iron Steam Chain on Steel Wire .. }	100	1 3/8	0.5. 34 1/2 7.5. 22 3/4	100 x 1 3/8	W. J. Jones, Esq. J. J. Jones, Esq.	12303	35.1.0	32.11.1.0	34	Nov. 1890.	
	Hempen Steel Cable						none stockless					Asst. Supt. J. J. Jones, Esq.
	TOWLINE- Hempen Steel Wire	90	4	BT 33 1/2	90 x 4	W. J. Jones, Esq. J. J. Jones, Esq.	Collective Weights		114.0.7		114	J. J. Jones, Esq.
	Hawser Manila						Stream 2294	11.3.14	13.15.0.0	12		J. J. Jones, Esq.
	Warp.....	90	4		90 x 4		Kedge 2295	6.0.14	8.7.2.0	6	}	do.
							2nd Kedge 2294	2.3.24	5.10.0.0	3		

Standing and Running Rigging Wire & Manila sufficient in size and good in quality. She has 2-26ft. Long Boats and 1-23ft. Tinnies, 1-22ft. Dingy and 1-16ft. Dingy.

The Windlass is Iron Emerson Walker & Co. Capstan Iron

and Rudder Good Pumps Good

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? Cargo Hatchways Height above deck? 22 to 24 ins.

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Six Freeing Ports & Five Scuppers on each side. One Port 2' 11" x 2' 4", two 2' 8" x 2' 4" and three 1' 11" x 10 1/2".

Cargo Hatchways.—How formed? Deep plates forming earling & coming. Hatches, If strong and efficient? Yes

State size Main Hatches. No. 2-11' 9" x 10' 8" Fore hatch 3' 1" x 6' 1" Quarter hatch 4' 11" x 4' 1"

If of extraordinary size, state how framed and secured... Steel Deck increased in thickness at sides of Main Hatchways. One web plate & one strand after in 103 Hatch in 102 Hatch.

Order for Special Survey No. 390	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	Built under Special Survey & Surveyed— 1889. Apr. 9. 15, May 3. 16. 17. 30, June 18. 25. July 3. 8. 16. Aug. 19. 22. 26, Sep. 3. 6. 11. 24, Oct. 5. 18. 30. Nov. 6. 14. 25, Dec. 6. 20. 30. 1890. Jan. 3. 7. 17. 21. 24. Feb. 13. 24, Mar. 14. 17. 21. 29. Apr. 11. 18. 30. Total No. of Visits May 5. 7. 13. 15. 19. 23. 29, June 3. 5. 6. 7.
Date 14th Oct. 1888		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. —		3rd. When the beams were in and fastened, and before the decks were laid...	
Date —		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. 93 in builder's yard.		5th. After the ship was launched and equipped	

State dates of letters respecting this case. 1888. July 12, Aug. 13, 20, 23. 1889. Jan. 13, 21, 1889. Mar. 18. April 26.

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

This vessel has been built in conformity with the accompanying approved plans (2) for Nos. 92 & 93, as amended, and the separate sketch of Midship Section forwarded on the 12th inst. in accordance with Circular, No. 633; the Committee's Circulars on steel, and otherwise in accordance with the Rules with a view to the class contemplated.

The quality of the workmanship and material is good.

On leaving Workington for Cardiff this Hawser was wanting to complete the vessel's equipment, and I have not as yet, been apprised of its having been put on board. When about to leave Workington for Cardiff to load, the vessel's rudder sustained some damage through striking the quay. I examined the same on the 4th inst. and recommended that it be made good at Cardiff, which recommendation was duly notified to the Society's Surveyors there, and I understand the damage was made good shortly after her arrival there.

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

Particulars for Record in R.B.—Length of Poop 45 ft., R.Q.D. — ft., Bridge Dk. — ft., F'castle 24 ft.; No. of Dks. (excluding spar, awn., &c.) 1

Material of dks. Y. P. If spar, awn. dk., &c. — Material of spar, awn. dk., &c. — No. of tiers of beams (with and without dks. laid)

Official No. 95401; Signal Letters LERS. Moulded Depth 14 ft. 6 in. 1/2. Double bottom, state particulars on separate form 3.

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

The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me, J. J. Jones

Special .....£ 86 : 11 : 6 30th June 1890

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

(Travelling Expenses, if any, £ 2. 10. 6).

Committee's Minute FRI 4 JULY 1890

Character assigned 100 A1 Steel

Larsen 1st class plate work

2nd class

Record Freeboard

Surveyor to Lloyd's Register of British and Foreign Shipping

The Rudder having now been repaired and

equipment completed, it is submitted

that the vessel appears eligible to be Class

100 A. 1. (Steel) as recommended

1st class (Steel—m.s.) 2nd class

Foundation

(The Surveyors are requested not to write on or below the space for Committee's Minute.)