

LAUNCH OF AN IRON SHIP AT RAMSEY ON SATURDAY

(From our own Reporter)

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On Saturday last a splendid ship, built for Messrs. Wakefield, Nash, and Company, East India Merchants' Tower-buildings, Water-street, Liverpool, was successfully launched from the shipbuilding yard of Messrs. Gibson, McDonald, and Arnold, at Ramsey. The Ship is intended for the East India trade and has been completed at a cost of about £25,000.

The yard presented a picturesque and animated appearance, variously colored bunting being displayed from different parts of the premises. The new ship was decorated from stem to stern with flags, the most conspicuous being the British Union Jack, the American Ensign, and the flag of Liverpool. A large number of ladies and gentlemen were present at the yard in order to witness the launching of the ship, amongst whom were—The Hon and Right Rev. the lord Bishop and Miss Powis, His Worship and High Bailiff and Mrs. Tellett, Thomas Cummings Gibson, Esq., Captain McDonald, E. R. Arnold, Esq., Captain Brown, Mrs. Brown, Capt. Thornley Gibson, Colonel Thellusson, Rev. C. M. S. Mules, W. Callister, Esq., MHK., Miss Callister, Rev. T. B. Lee, Captain Thellusson, Rev. W. Manley, Captain Marsh, the Misses March, Rev. Mr. Henry, Captain Moore, (Leeds), W. H. Golding, Esq. (Liverpool), G. Hall, Esq., Mrs. Hall, E. Thellusson, Esq., Dr. Clucas, R. J. Kelly, Esq., Miss Kelly, Miss Stephen, F Gilders, Esq., the Misses Gilders, J. S. Jackson, Esq., J. J. Corkhill, Esq., D Goldsmith, Esq., Mrs. A. Dumbell, Miss Dumbell, Mrs. P. Teare, Mrs. Tullock, Miss Harris, Miss Farrant, S. Harris, jun., Esq., &c, &c.

At the bow of the ship a platform was erected for the purpose of enabling Mrs. Brown, (the lady upon whom the pleasing ceremony of christening the ship devolved,) to baptize her effectually by means of a bottle of port wine, which was suspended by a colored ribbon in front of the stem of the ship. Accordingly, at a few minutes past twelve o'clock, the following ladies and gentlemen took their places on the platform—Mrs. Brown, Mrs. Hall, Miss S. Gibson, Miss G. Gibson, Captain Brown, Captain McDonald, G. Hall and W. H. Goldings, Esqs. Captain McDonald having given the command—"Out shores," the piece of timber familiarly called "the dagger" was withdrawn. The ship then began to move slowly down the ways, and Mrs. Brown, seizing the bottle of wine, dashed it against the stem of the vessel and said—"I christen this gallant ship 'Euterpe'". The Euterpe, at ten minutes past twelve o'clock, noon, glided majestically into her future element amid loud cheering and the waving of handkerchiefs from hundreds of persons who observed her from the ship-yard and thronged the quay on the opposite side of the harbor. The Euterpe was, shortly after being launched, moored at her berth opposite the shipyard, and will there receive her masts, &c. It is expected that she will be fully rigged and equipped masts, &c. It is expected that she will be fully rigged and equipped in three weeks; after which she will sail for Liverpool, and upon arriving there will be at once placed on the berth for Calcutta.

The Euterpe is an iron ship, built with full poop and forecastle. She is 1246 tons register; 202 feet long on the keel; 35 feet beam; and 23 feet 6 inches in depth. The saloon cabin is 30 feet long by 15 broad and 7 feet high. On each side of the cabin are eight staterooms, fitted up with berths and all necessary conveniences. There are, besides, water-closet,

bath-room, &c. The Interior of the cabin is of solid polished walnut, the paneling being executed in the same material with maple moldings. The Stateroom doors are fitted with patent Venetian ventilators, of the same style as that adopted in the Peninsular and Oriental Company's steamers; and additional ventilation is freely admitted by means of patent perforated zinc, which is placed along the entire length of the cabin just above the state-room doors. Each state-room has a side-port for the admission of light at all times, and is capable of being opened for the admission of air when the weather permits. Attached to these side-ports are patent coverings, which can be screwed on or off, at pleasure. To provide for the free admission of light into the saloon, there is a skylight sixteen feet long. This is also fitted with hinges, so that it can be opened or shut when required. At the aft end of the skylight there is a beautiful painting from a classical design, of Euterpe—the muse of lyric poetry; and at the other end a drawing of the arms of the port of Liverpool. Both of these paintings have been well executed by Messrs. Forrest and Co., glass manufactures of Liverpool. In addition to the accommodations offered in the saloon, there are three more staterooms of larger dimensions adapted for the use of private families who may be passengers in the ship. Adjoining these private cabins is the ship's pantry, and in close proximity to it are two cabins for the use of the commander of the vessel and his chief officer. Immediately between the latter apartments is a chart-room and library. Light is admitted to the last-named three apartments by means of four plate-glass windows, the crests of the owners of the ship being printed on the glass, and the windows fitted with patent sliding protectors. Both the windows and the protectors can be raised or lowered at pleasure; and the officer in command of the ship will thereby be enable to overlook the main-deck. The furniture for the saloon cabin will be of walnut, upholstered in silk velvet. A long table will be placed in the center of the cabin, the seats on each side of it being provided with moveable backs, which can be raised or lowered at pleasure. A sofa will extend across the entire breadth of the after part of, whilst a sideboard, time-piece, looking-glass, &c., will be placed immediately behind the entrance doors to, the cabin. The staterooms will be furnished *en suite* to the saloon, and will be fitted up with all those conveniences which afford comfort to any persons who may take passage in the ship. The poop and main-deck planks are of red pine. The poop is eight feet in height above the main deck, the front of the former being of solid teak. The poop-deck is reached by means of a massive teak ladder, mounted with brass. The poop is fitted with iron bits, and a moveable top being placed upon them, they are used as ventilators for the admission of air into the cabins beneath. As a protection against accident, a massive teak rail, set on iron stanchions, encircles the poop. The ship is steered from the poop by means of a screw made on a new principle and manufactured on the premises, the steering wheel being of teak mounted with brass. The upper part of the skylight is fitted up with seats; and thus the magnificent poop-deck will form a most delightful promenade for passengers during fine weather. The main-deck planks are of red pine and greenheart, and this deck is fitted with patent iron bits which act a ventilators for the 'tween decks. The dead and bull's eyes of the rigging are made of lignum vitae and are bound with iron. The waterways at the sides of the deck are of iron, are sunk slightly below the level of the deck, and are provided with scuppers of large size to admit of water running freely from the deck. A teak plank as been placed next to the waterways, and adds materially to the strength of the ship. On this deck there are eight portholes which can be used for working guns of large calibre—thus, in case of necessity,

the ship could be easily transformed into a ship of war, or used as a transport for the conveyance of troops. The companion hatchway is made of teak, and can be left on or taken off as circumstances may require—special attention having been directed to the height of the hatchway in case the ship may be chartered for the conveyance of passengers or troops. Three capstans for mooring ship or other purpose have been placed on the main deck; and two main pumps made on the most efficient principle, are conspicuous objects and will doubtless prove (if ever needed) of great service. The capstans and pumps are of the patent construction, and these, together with the patent windlass, bits and capstans, were manufactured by Messrs. John Wilson and Co., of Liverpool. The main hatchway is very spacious, and is capable of admitting a complete locomotive engine to the hold below. On the deck, between the fore and main-masts, a large house for the accommodation of the petty officers and midshipmen has been erected. This house is thirty-four feet long, fourteen feet wide, and seven feet nine inches high; and is fitted up with fourteen berths. The front end of the deck-house is fitted up as a cooking apartment, being provided with apparatus capable of supplying the wants of many hundreds of men. There is also an apparatus for the distillation of salt water into fresh at the rate of one hundred gallons per day. In front of the deck-house is a patent winch for heaving the anchor chain out of the lockers, the pipes through which the chain passes being of iron. The forecastle is thirty feet long, about the same extent wide, and is seven feet high. It is fitted up with twenty-five berths for the crew, and the admission of light and air is provided for by means of side-ports. In close proximity are water-closet, store-room, and lamp-room, the latter being provided with metal tanks containing the different kinds of oil used on board ship. On the forecastle deck there is a patent windlass for raising or lowering anchor. This windlass is also capable of being used as a fire-engine if it be required. The forecastle deck is enclosed by an iron railing as a means of protection in rough weather. The 'tween decks are thirty five feet wide and seven feet nine inches high, and has two watertight compartments each placed about twenty feet from the stem and stern of the ship. Taps, to enable water to flow freely from these compartments to the pumps are attached; and will, if ever required to be used, prove of great service. Light or air can be admitted to the 'tween decks by means of some thirty ports, each being provided with a patent cover of a similar construction to those used in the staterooms. The ceiling of the 'tween decks is fitted with the usual appliances to enable hammocks to be slung, and if the vessel should ever be used for the conveyance of troops, sleeping accommodation will thereby be afforded for six hundred men. The sides of the ceiling are fitted with sweating-boards, which are necessary for the purpose of preserving the cargo from damage by evaporation. The lower deck is made with moveable hatches, and they can be lifted off whenever it may be necessary to clean the floor of the ship. On the lower deck are two large tanks, each of which is capable of containing four thousand gallons of fresh water. The floor of the ship is cemented in the same manner as the sides and bottom; this cementation which is for the purpose of preventing the effects of corrosion of the iron being felt on the cargo, is five inches thick in the centre of the floor, and gradually tapers off to the turn of the bilge. Outside the ship, both stem and stern are neatly decorated. At the bow is a carved-female figure representing Euterpe, to which are fastened two head-boards inscribed with that name in gilt letters. The words "Euterpe—Liverpool" executed in similar character, extend across the stern of the ship, which is also appropriately decorated. These decorations

were executed by Mr. George Sutherland, of Wellington-street, Glasgow. The lower masts for the Euterpe are of iron; the topmasts of oak; and the yards of steel. The sails are of the best Arbroath canvas, manufactured by Messrs. David Corsar and Son, of that town. Some 15,000 yards of canvas have been used in the making of one suite of sails for the ship, and nearly one thousand tons of iron have been used in her construction. The Euterpe will carry five boats, namely -- two life-boats, two cutters, and a gig. The masts, yards, sails, boats, and in fact everything except the raw materials and the articles especially enumerated in this description of the vessel, have been made in Messrs. Gibson, McDonald and Arnold's shipyard at Ramsey. We do most earnestly hope that a large amount of prosperity may result to this Island in general, to the town of Ramsey in particular, and to Messrs. Gibson, McDonald and Arnold especially, from the enterprise embarked in by these gentlemen; and that many more ships may be well and faithfully built, successfully launched, and safely dispatched from the ship-yard at Ramsey, Isle of Man.