

IRON SHIP.

No 3466 Survey held at *Barrow* Date, First Survey *1880* Last Survey *8 October 1881*
 On the *S.S. City of Rome* Master *James Kennedy*
 Tonnage under Tonnage Deck *5477.24* ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Fourth, or Landing Decks *1990.31* SPAR, OR RYNNING-DECKED VESSEL.
 Ditto of Houses on Deck *841.35* HALF BREADTH (moulded) *26.0*
 Ditto of Foremast *106.16* DEPTH from upper part of Keel to top of Upper Deck Beams *39.8*
 Gross Tonnage *8415.06* GIRTH of Half Midship Frame (as per Rule) *59.2*
 Less Crew Space *184.33* 1st NUMBER *125.0*
 Less Engine Room *2692.82* 1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *7*
 Register Tonnage, as cut on Beam *5537.91* LENGTH *118.0*
 2nd NUMBER *64428*
 PROPORTIONS—Breadths to Length *10.5*
 Depths to Length—Upper Deck to Keel *13.71*
 Main Deck ditto *17.72*

Built at *Barrow in Furness*
 When built *1881* Launched *14 June*
 By whom built *Barrow Shipbuilding Co. Ltd.*
 Owners *Roman Steam Ship Co. Ltd.*
 Port belonging to *Liverpool*
 Destined Voyage *Liverpool New York*
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *546.0* BREADTH—Moulded *52.0* DEPTH top of Floors to Upper Deck Beams *37.0* Power of Engines *1500* No. of Decks with flat laid *Four*
 Dimensions of Ship per Register, length, *540.2* breadth, *52.3* depth, *37.0*

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	546.0		Moulded	52.0		top of Floors to Upper Deck Beams	37.0		Engines	1500	Four	Four
Dimensions of Ship per Register, length, 540.2 breadth, 52.3 depth, 37.0												
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN POST for Rudder do. do.												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for 1/2 length amidships												
Do. for 1/4 at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
thickness at the ends of vessel												
depth at 1/2 the half-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Lower, or Landing Deck												
Single or Double Keel Iron, or Tee Bulb Iron												
Single or Double Keel Iron, or Tee Bulb Iron												
Average space												
BEAMS, Main, or Middle Deck												
Single or Double Keel Iron, or Tee Bulb Iron												
Single or Double Keel Iron, or Tee Bulb Iron												
Average space												
BEAMS, Lower Deck, Orlop												
Single or Double Keel Iron, or Tee Bulb Iron												
Single or Double Keel Iron, or Tee Bulb Iron												
Average space												
KEELSONS Centre line, single or double plate												
Foundation iron, or Keelsons, Plates												
Rider Plate												
Side Plate to Intercoastal Keelson												
Angle Irons												
Double Keel Iron, Side Keelsons												
Side Intercoastal Plate												
do. Angle Irons												
Attached to outside plating with angle irons												
BILGE Angle Irons												
do. Bulb Iron												
do. Intercoastal plates riveted to plating for outside length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for 3/5 length												
STRINGER Angle Irons												
Plating												
Transoms, material. Knight-heads. Hawse Timbers. Plate & iron												
Windlass <i>Farfield's Patent</i> Pall Bitt <i>Not required</i>												

The FRAMES extend in one length from *Keel* to *Gunnwale* Riveted through plates with *7/8* in. Rivets, about *7* apart.
 The REVERSED ANGLE IRONS on floors and frames extend from *middle line* to *Upper deck* and to *Main deck* 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 1/4* in. diameter, averaging *6 1/2* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked *double*, *double* riveted; with rivets *1 1/8* in. diameter, averaging *4.5* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked *carvel*, *double* riveted; with rivets *1 1/8* in. diameter averaging *4.5* ins. from centre to centre.
 Butts of *7* Strakes at Bilge for *3/5* length, treble riveted with Butt Straps *2 1/16* thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked *double*, *double* 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. *Upper Sheerstrake, double or single riveted*
 Butts of Main Sheerstrake, treble riveted for *3/5* length amidships. *Butts of Upper or Lower Stringer Plate, treble riveted for 3/5 length.*
 Butts of Main Stringer Plate, treble riveted for *3/5* length amidships. *Butts of Upper or Lower Stringer Plate, treble riveted for 3/5 length.*
 Breadth of laps of plating in *double* riveting *10 1/2* Breadth of laps of plating in single riveting *-*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or *single* Riveted?
 Waterway, how secured to Beams (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? *Keelsons welded to Beams* No. of Breasthooks, *8* 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, *Anglo S. L. & Co. Ltd. Plate, Corbett, & Co. Ltd.*
 The above is a correct description.
 Builder's Signature, *Pro Bannock S. Co. Ltd.* Surveyor's Signature, *J. L. Lloyd*
 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? *In lines*
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? *In corners of butts only*

Masts, Bowsprit, Yards, &c., are *new* 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
Lower Mast 60' 6" x 36" x 96" 7/16 Four plates in the round, edges double, butts quadruple & drilled riveted
Main Mast 103' 6" x 36" x 96" 7/16 Four plates double at partisans and 2" heads for 14' 0"
Mizzen Mast 79' 6" x 36" x 96" 7/16 Four plates double at partisans & at heads each 14' 0". Four plates in the round
Fore Mast Yard 80' 6" x 19' 6" 1/4" double for 9' 6" at Slings Crossed Yards 72' 6" x 17' 1/4" double 7' 6" at Slings
Spanker Bigger in 5th Main & Mizzen Masts filled with Cotton & Finkens's patent keeping topsails

NUMBER for EQUIPMENT 65250				ANCHORS.			
SAILS.		CABLES, &c.		No.		Weight.	
No.		Chain		Bower Anchors		Ex. Stock	
Fore Sails,		3302 22		93.1.9		65.2.2.0	
Fore Top Sails,		120 13/8		68.3.9		53.5.0.0	
Fore Topmast Stay Sails,		90 13		68.2.9		53.1.3.14	
Main Sails,		90 12		46.2.12		40.5.1.7	
Main Top Sails,		180 11		20.2.8		21.5.3.21	
and		180 10		10.2.0		12.8.3.0	
		360 7		5.1.8		7.14.0.7	

Standing and Running Rigging *Wires & hump* sufficient in size and *Good* in quality. She has *8 Life Boats* on 1 Main launch, and 3 others - (12 Boats)
The Windlass is *Harfield's Patent* Capstan *5' 6" high* and Rudder *Good* Pumps *Hand and Steam & coal compartment*
Engine Room Skylights. How constructed? *Of Oak in Iron House* How secured in ordinary weather? *Roller & quadrants.*
What arrangements for deadlights in bad weather? *Tarpanlines*
Coal Bunker Openings. How constructed? *Side ports* How are lids secured? *✓* Height above deck? *✓*
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, Gangways & Bulwark Ports & pipes*

Cargo Hatchways. How formed? *Iron Casing*
State size Main Hatch *12' 6" x 12' 6"* Fore hatch *12' 6" x 12' 6"* Quarter hatch *12' 6" x 12' 6"*
If of extraordinary size, state how framed and secured? *✓*
What arrangement for shifting beams? *Shifting beams in all hatchways*
Hatches, If strong and efficient? *Yes*

Order for Special Survey No. 286		1st. On the several parts of the frame, when in place, and before the plating was wrought		Prior to 25 th March by Mr. Bosh, Mr. Miles & Mr. Cole	
Date 8 Jan 1880		2nd. On the plating during the process of riveting		March 23. 24. 25. 26 30. April 3. 4. 6. 7. 11. 22. 26. 27. 28. 29.	
Order for Ordinary Survey No. 1		3rd. When the beams were in and fastened, and before the decks were laid...		May 6. 17. 18. 23. 24. 25. June 1. 2. 10. 14. 15. 21. 22.	
Date 1881		4th. When the ship was complete, and before the plating was finally coated or cemented...		July 7. 14. 20. 25. August 8. 12. 16. 23. 30. Sep 1. 5. 9	
No. 77 in builder's yard		5th. After the ship was launched and equipped		15. 19. 21. 23. 28. 29. 30. October 8 th 1881.	

General Remarks (State quality of workmanship, &c.)
The workmanship is very good. She is constructed in accordance with the approved Drawings attached. She is fitted with double bottom for 107' is aft of Collision bulkhead, divided into two Tanks containing about 376 Tons Water. See Drawing attached. The tanks were tested with head of water to height of Load line before launching and proved satisfactory.

State if one, two, or three decked vessel, or by register, or sailing vessel; and the length of gun, foremast, or mainmast, and the length of standing or port double bottom.
How are the surfaces preserved from oxidation? Inside *Cement & Paint* Outside *Paint*
I am of opinion this Vessel should be Classed ** 100A \ Three Decked Rule*
The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *J. S.*
Special ... £ 230. 15 : 0 *5th Nov 1881*
Certificate ...
(Travelling Expenses, if any, £ ...)
Committee's Minute *Tuesday, November, 8th. 1881.*
Character assigned *100A*