

# IRON SHIP.

15th. MAY 1882.

478

No. 178 Survey held at Genoa Date, First Survey 14 Last Survey 11.5 1882

On the Iron S. Lighter "Roma C." Yard Number 1 Master G. B. Capellina

<b>TONNAGE</b> under Tonnage Deck } Ditto of Third, Spar, or Awning Deck. } Ditto of Poop, or Raised Qr. Dk. } Ditto of Houses on Deck ... } Ditto of Forecastle Gross Tonnage } Less Crew Space } Less Engine Room } Register Tonnage as out on Beam }	<u>16.21</u> <u>18.05</u> <u>3.90</u> <u>17.79</u> <u>56.36</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL. SPAR, OR AWNING-DECKED VESSEL. <b>HALF BREADTH</b> (moulded)... .. <b>DEPTH</b> from upper part of Keel to top of Upper Deck Beams <b>GIRTH</b> of Half Midship Frame (as per Rule) <b>1st NUMBER</b> <b>1st NUMBER</b> , if a <b>THREE-DECKED VESSEL</b> deduct 7 feet <b>LENGTH</b> <b>2nd NUMBER</b> <b>PROPORTIONS</b> —Breadths to Length Depths to Length—Upper Deck to Keel Main Deck ditto	<u>9.20</u> <u>6.50</u> <u>14.00</u> <u>30.20</u> <u>82.32</u> <u>25.95</u> <u>4.31</u> <u>13.12</u>	Built at <u>Sampierdarena</u> When built <u>1882</u> Launched <u>10.5.82</u> By whom built <u>Is. Ansaldo and Co.</u> Owners <u>A. G. B. Capellina &amp; Co.</u> Port belonging to <u>Genoa</u> Destined Voyage <u>Rome</u> Surveyed while Building, Afloat, or in Dry Dock.
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<b>LENGTH</b> on deck as per Rule ...	Feet. Inches. <u>83</u> <u>33</u>	<b>BREADTH</b> Moulded... ..	Feet. Inches. <u>19</u> <u>60</u>	<b>DEPTH</b> top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches. <u>6</u> <u>50</u>	Power of Engines ...	Horse. each <u>8 1/2</u>	Nº. of Decks with flat laid Nº. of Tiers of Beams	<u>One</u> <u>One</u>
Dimensions of Ship per Register, length, <u>85</u> breadth, <u>19.60</u> depth, <u>6.6</u>									
<b>KEEL</b> , depth and thickness	Inches in Ship. <u>54</u> <u>1 1/8</u>	Inches per Rule. <u>54</u> <u>1 1/8</u>							
<b>STEM</b> , moulding and thickness	<u>54</u> <u>1 1/8</u>	<u>54</u> <u>1 1/8</u>							
<b>STERN-POST</b> for Rudder do. do. for Propeller	<u>54</u> <u>1 1/8</u>	<u>54</u> <u>1 1/8</u>							
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>20</u> <u>1/2</u>	<u>20</u> <u>1/2</u>	(Class <u>A</u> )						
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	Inches. In Ship. <u>2 3/4</u> <u>2 3/4</u> Inches. In Ship. <u>2 3/4</u> <u>2 3/4</u>	Inches. In Ship. <u>2 3/4</u> <u>2 3/4</u> Inches. In Ship. <u>2 3/4</u> <u>2 3/4</u>	16ths. required <u>4</u> per Rule per Rule	16ths. required <u>4</u> per Rule per Rule	16ths. required <u>4</u> per Rule per Rule				
<b>REVERSED FRAMES</b> , Angle Iron	<u>2</u> <u>2</u> <u>4</u>	<u>2</u> <u>2</u> <u>4</u>	<u>2</u> <u>2</u> <u>4</u>	<u>2</u> <u>2</u> <u>4</u>	<u>2</u> <u>2</u> <u>4</u>				
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 2/3 the half-bdth. as per Rule height extended at the Bilges	<u>10</u> <u>x</u> <u>4</u>	<u>10</u> <u>x</u> <u>4</u>							
<b>BEAMS</b> , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	<u>6</u> <u>x</u> <u>6</u> <u>2</u> <u>2</u> <u>4</u> <u>41</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>				
<b>BEAMS</b> , 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	<u>6</u> <u>x</u> <u>6</u> <u>2</u> <u>2</u> <u>4</u> <u>41</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>				
<b>BEAMS</b> , Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	<u>6</u> <u>x</u> <u>6</u> <u>2</u> <u>2</u> <u>4</u> <u>41</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>	<u>5</u> <u>x</u> <u>5</u> <u>2</u> <u>2</u> <u>4</u> <u>20 1/2</u>				
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates " Rider Plate " Bulb Plate to intercostal Keelson " Angle Irons " Double Angle Iron, Side Keelson " Side intercostal Plate " do. Angle Irons " Attached to outside plating with angle iron	<u>6</u> <u>x</u> <u>4</u> <u>6</u> <u>x</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u>	<u>6</u> <u>x</u> <u>4</u> <u>6</u> <u>x</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u>	<u>6</u> <u>x</u> <u>4</u> <u>6</u> <u>x</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u>	<u>6</u> <u>x</u> <u>4</u> <u>6</u> <u>x</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u>	<u>6</u> <u>x</u> <u>4</u> <u>6</u> <u>x</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u> <u>2</u> <u>2</u> <u>4</u>				
<b>BILGE</b> Angle Irons " do. Bulb Iron " do. Intercostal plates riveted to plating for length	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>				
<b>BILGE STRINGER</b> Angle Irons Intercostal plates riveted to plating for length.	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u> <u>3</u> <u>2 1/2</u> <u>4</u>				
<b>SIDE STRINGER</b> Angle Irons	<u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u>	<u>3</u> <u>2 1/2</u> <u>4</u>				
Transoms, material. Knight-heads. Hawse Timbers.	<u>Iron.</u>								
Windlass <u>Steam Winch</u> Pall Bitt									

Flat Keel Plates, breadth and thickness	<u>36</u> <u>6</u>	<u>36</u> <u>6</u>	<u>36</u> <u>6</u>
<b>PLATES</b> in Garboard Strakes, breadth and thick- ness from Garboard to upper part of Bilges of doubling at Bilge, or increased thick- ness, and length applied	<u>36</u> <u>9/32</u>	<u>36</u> <u>9/32</u>	<u>36</u> <u>9/32</u>
fin up. part of Bilge to lr. edge of Sh'rstrake	<u>36</u> <u>4</u>	<u>36</u> <u>4</u>	<u>36</u> <u>4</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<u>28</u> <u>6</u>	<u>28</u> <u>6</u>	<u>28</u> <u>6</u>
Up. or Spar Dk Sh'rstrake, brdth & thickns	<u>8.14</u> <u>5.7</u>	<u>8.14</u> <u>5.7</u>	<u>8.14</u> <u>5.7</u>
Butt Straps to outside plating, breadth & thickness	<u>10</u> <u>spaces</u>	<u>10</u> <u>spaces</u>	<u>10</u> <u>spaces</u>
Lengths of Plating	<u>2</u> <u>spaces</u>	<u>2</u> <u>spaces</u>	<u>2</u> <u>spaces</u>
Shifts of Plating, and Stringers	<u>19</u> <u>4</u>	<u>19</u> <u>4</u>	<u>19</u> <u>4</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>2x2</u> <u>4</u>	<u>2x2</u> <u>4</u>	<u>2x2</u> <u>4</u>
Angle Iron on ditto	<u>8</u> <u>4</u>	<u>8</u> <u>4</u>	<u>8</u> <u>4</u>
Tie Plates fore and aft, outside Hatchways	<u>2 3/8</u>	<u>2 3/8</u>	<u>2 3/8</u>
Diagonal Tie Plates on Beams No. of Pairs,	<u>2 1/2</u>	<u>2 1/2</u>	<u>2 1/2</u>
Plank-sheer material and scantling			
Waterways do. do. <u>gutter</u>			
Flat of Upper Deck do. do. <u>P. Rise</u>			
How fastened to Beams <u>nut and screw</u>			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness			
Is the Stringer Plate attached to the outside plating?			
Angle Irons on ditto, No.			
Tie Plates, outside Hatchways			
Diagonal Tie Plates on Beams, No. of pairs			
Waterways materials and scantlings			
Flat of Middle Deck do. do.			
How fastened to Beams			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams			
Is the Stringer Plate attached to the outside plating?			
Angle Irons on ditto, No.			
Stringer or Tie Plates, outside Hatchways			
Flat of Lower Deck			
Ceiling betwixt Decks, thickness and material			
in hold do. do. <u>P.P.</u>	<u>1 3/4</u>	<u>1 3/4</u>	<u>1 3/4</u>
Main piece of Rudder, diameter at head	<u>3</u>	<u>3</u>	<u>3</u>
do. at heel	<u>1 7/8</u>	<u>1 7/8</u>	<u>1 7/8</u>
Can the Rudder be unshipped afloat?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Bulkheads No. <u>3</u> Thickness of <u>6/16</u>	<u>6</u>	<u>6</u>	<u>6</u>
Height up <u>to upper Deck</u>			
How secured to sides of ship <u>between two frames</u>			
Size of Vertical Angle Irons <u>2x2x4</u> and distance apart <u>29</u> ins.			
Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

The **FRAMES** extend in one length from Keel to Supermole Riveted through plates with 8/16 in. Rivets, about 4 apart.  
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to above side stringer and to Up. 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 14/16 in. diameter, averaging 2 3/4 ins. from centre to centre.  
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/2 in. diameter, averaging 2 ins. from centre to centre.  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/2 in. diameter averaging 2 1/4 ins. from centre to centre.  
Butts of Strakes at Bilge for length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.  
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/2 in. diameter, averaging 2 ins. from cr. to cr.  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/2 in. diameter, averaging 2 1/4 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 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 2/3 length.  
Breadth of laps of plating in double riveting 2 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?  
Waterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? By knee Plates No. of Breasthooks, Best Crutches,  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
Manufacturer's name or trade mark, Angels and bulbs Abbot, Plates Best Crown

The above is a correct description.

Signature Builder does not know English Surveyor's Signature, F. G. Schiappino

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Lloyd's Register Foundation



**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 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 *All* 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 *Two wood masts (Cutler Rigged)*

**NUMBER for EQUIPMENT** *2595*

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain ...				<i>10/16</i>		Bowers ...				<i>3</i>	
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)				<i>105</i>		(State Machine where Tested, Date, and name of Superintendent.)				<i>2 1/2</i>	
	Fore Topmast Stay Sails	Hmpn Strm Cbl	<i>80</i>	<i>5</i>				Stream ...				<i>3/4</i>	
	Main Sails,	Hawser ...	<i>70</i>	<i>3</i>				Kedges ...					
	Main Top Sails,	Towlines ...											
	and	Warp ...											
		quality <i>Good</i>											

Standing and Running Rigging *Wire and Hemp* sufficient in size and *Good* in quality. She has *One* Long Boat and  
 The Windlass is *Steam winch, Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights. How constructed? *Iron framing on W* How secured in ordinary weather? *Good*

What arrangements for deadlights in bad weather? *Solid teak frame, with "bull eyes"* Height above deck? *Flush*

Coal Bunker Openings. How constructed? *Good* How are lids secured? *Good*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *One scupper and three flaps on each side.*

Cargo Hatchways. How formed? *Plates and angles Iron*

State size Main Hatch *13.9 x 8.7* Forehatch *7 x 4.6* Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Solid and Good.*

Hatches, If strong and efficient?

Order for Special Survey No. *1* Date *10.1.82*  
 Order for Ordinary Survey No. *1* Date *10.1.82*  
 No. *1* 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 *January 11, 19, 25, 31 February 6, 11, 15, 22*  
 2nd. On the plating during the process of riveting *28 March 7, 13, 21 28 April 7, 15 29*  
 3rd. When the beams were in and fastened, and before the decks were laid... *May 2 and after launching.*  
 4th. When the ship was complete, and before the plating was finally coated or cemented...  
 5th. After the ship was launched and equipped

**General Remarks,**

*The workmanship is very good built in accordance of the approved sketch of midship section with a view to the class contemplated. The stern and stern post are welded to the keel forming thus a single piece without any scuph. The anchors and chains as per Secretary Letter dated 20 February 1882 marked M are duly expected to arrive soon while the vessel has been fitted with temporary ones. The owners are very desirous to get a class allowing their vessel to ply between Genoa and Rome. My opinion is that the vessel is plenty strong to navigate not only between those two ports but that she might with safety be allowed to navigate all the Mediterranean.*

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

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

I am of opinion this Vessel should be Classed *A - Genoa Rome*

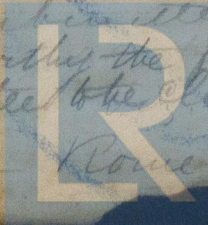
The amount of the Entry Fee ... £ *1 : 0 :* is received by me,  
 Special ... £ *3 : 18 :* *May 1882*  
 Certificate ... £ *2 : 6 :*

(Travelling Expenses)  
 (if any) £ *1.10.0*

Committee's Minute *Tuesday, 16th May, 1882.*

Character assigned *A - Genoa Rome*

*It is submitted that this vessel appears to be worthy the favorable consideration of the Committee to be classed as recommended by - A - Rome and Genoa*



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