

# IRON SHIP.

(Received at London Office) THURSDAY 20 NOV 1884

No. *112* Survey held at *Dumbarton* Date, First Survey *19 Feb/84* Last Survey *2 Nov:* 18*84*

On the Iron *"Bisagno"* 2 Masts

<b>TONNAGE</b> under Tonnage Deck <i>2062.07</i>	<b>ONE, OR TWO DECKED, THREE DECKED VESSEL,</b>	Master <i>Rosasco</i>
<i>7.74</i> Ditto of <i>Forecastle</i> , or Awning Deck.	<del>SPAR, OR AWNING-DECKED VESSEL.</del>	Built at <i>Dumbarton</i>
<i>106.60</i> Ditto of Poop, on Main Deck.	Half Breadth (moulded) ... .. <i>18.5</i>	When built <i>1883-84</i> Launched <i>20 Sep/84</i>
<i>67.68</i> Ditto of Houses on Deck.	Depth from upper part of Keel to top of Upper Deck Beams <i>27.5</i>	By whom built <i>Burrell &amp; Son</i>
<i>45.96</i> Ditto of Forecastle	Girth of Half Midship Frame (as per Rule) ... .. <i>41.4</i>	Owners <i>Societa Italiana di Navigazione Marittima Raggio &amp; Co</i>
Gross Tonnage <i>2290.05</i>	1st Number ... .. <i>87.4</i>	Residence <i>Genoa</i>
Less Crew Space <i>83.33</i>	1st Number of a 3-Decked Vessel .. deduct 1 foot <i>7.0</i>	Port belonging to <i>Genoa</i>
<i>2206.72</i> Less Engine Room	Length ... .. <i>298.4</i>	Destined Voyage <i>Genoa</i>
<i>732.82</i> Register Tonnage as cut on Beam	2nd Number ... .. <i>23991</i>	If Surveyed while Building, Afloat, or in Dry Dock. <i>While Building &amp; afloat</i>
	Proportions - Breadths to Length ... .. <i>8.07</i>	
	Depths to Length - Upper Deck to Keel ... .. <i>10.8</i>	
	Main Deck ditto ... .. <i>15.3</i>	

Official Number

<b>LENGTH</b> on deck as per Rule ... <i>298.5</i>	<b>BREADTH</b> Moulded ... <i>37</i>	<b>DEPTH</b> top of Floors to Upper Deck Beams ... <i>23 7/2</i>	Power of Engines ... <i>220</i>	Horse. <i>220</i>	N <sup>o</sup> . of Decks with flat laid <i>2</i>	N <sup>o</sup> . of Tiers of Beams <i>3</i>
Dimensions of Ship per Register, length, <i>301.3</i> breadth, <i>37.2</i> depth, <i>23.3</i>			Moulded depth <i>26.8</i>		Inches. 16ths. per Rule <i>as appd</i>	
<b>KEEL</b> , depth and thickness <i>2 side bars</i>	Inches in Ship <i>10 x 1 3/4</i>	Inches per Rule <i>10 x 1 3/4</i>	Flat Keel Plates, breadth and thickness ... ..			
<b>STEM</b> , moulding and thickness ... ..	<i>10 x 2 3/4</i>	<i>10 x 2 3/4</i>	<b>PLATES</b> in Garboard Strakes, br'dth & thickness ... ..			
<b>STERN-POST</b> for Rudder do. do. ... ..	<i>10 x 6</i>	<i>10 x 6</i>	From Garboard to upper part of Bilges ... ..			
" " for Propeller ... ..	<i>10 x 6</i>	<i>10 x 6</i>	Of d'bling at Bilge, or increased thickness, and length applied ... ..			
Distance of Frames from moulding edge to moulding edge, all fore and aft ... ..	<i>24 ins</i>	<i>24 ins</i>	From up. prt of Bilge to lr. edge of Sh'rstrake ... ..			
<b>FRAMES</b> , Angle Iron, for 2/3 length amidships ... ..	<i>5 3/2</i>	<i>5 3/2</i>	Main Sheerstrake, breadth and thickness ... ..			
Do. for 1/2 at each end ... ..	<i>3 1/2</i>	<i>3 1/2</i>	Of d'bling at Sh'stk. & lng. applied at ends of Bridge over light			
<b>REVERSED FRAMES</b> , Angle Iron ... ..	<i>3 1/2</i>	<i>3 1/2</i>	From Main to Upper or Spar Dk. Sh'rstrake ... ..			
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships ... ..	<i>4 1/2</i>	<i>4 1/2</i>	Upper Spar Dk Sh'rstrake, breadth & thickness ... ..			
" thickness at the ends of vessel ... ..	<i>6</i>	<i>6</i>	Butt Straps to outside plating, breadth & thickness ... ..			
" depth at 1/4 the half-bdth. as per Rule ... ..	<i>6</i>	<i>6</i>	Lengths of Plating <i>6 spaces</i>			
" height extended at the Bilges ... ..	<i>all approved</i>	<i>all approved</i>	Shifts of Plating, and Stringers <i>2 1/2</i>			
<b>BEAMS</b> , Upper, Spar, or Awning Deck	<i>6 1/2</i>	<i>6 1/2</i>	Gunwale Plate on ends of <i>Awning, Spar, or</i> Upper Deck Beams, breadth and thickness ... ..			
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>3 9</i>	<i>3 9</i>	Angle Iron on ditto ... ..			
Single or double Angle Iron on Upper edge	<i>24 ins</i>	<i>24 ins</i>	Tie Plates fore and aft, outside Hatchways			
Average space ... ..	<i>24 ins</i>	<i>24 ins</i>	Diagonal Tie Plates on Beams No. of Pairs <i>2</i>			
<b>BEAMS</b> , Main, or Middle Deck	<i>7 3 9</i>	<i>7 3 9</i>	Flat of Up., Spar, or Awning Dk. ... ..			
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>7 3 9</i>	<i>7 3 9</i>	How fastened to Beams ... ..			
Single or double Angle Iron on Upper edge	<i>24 ins</i>	<i>24 ins</i>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ... ..			
Average space ... ..	<i>24 ins</i>	<i>24 ins</i>	Is the Stringer Plate attached to the outside plating ... ..			
<b>BEAMS</b> , Lower Deck	<i>10</i>	<i>10</i>	Angle Irons on ditto, No. ... ..			
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>	Tie Plates, outside Hatchways ... ..			
Single or double Angle Iron on Upper edge	<i>20 ft</i>	<i>20 ft</i>	Diagonal Tie Plates on Beams, No. of pair <i>2</i>			
Average space ... ..	<i>see profile</i>	<i>see profile</i>	Flat of Middle Deck* do. do. ... ..			
<b>BEAMS</b> , Hold, or Orlop	<i>5 1/2</i>	<i>5 1/2</i>	How fastened to Beams ... ..			
Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>3 9</i>	<i>3 9</i>	Stringer Plates on ends of Lower Deck Orlop Beams ... ..			
Single or double Angle Iron on Upper edge	<i>24 ins</i>	<i>24 ins</i>	Is the Stringer Plate attached to the outside plating ... ..			
Average space ... ..	<i>24 ins</i>	<i>24 ins</i>	Angle Irons on ditto, No. ... ..			
<b>KEELSONS</b> Centre line, single or double plate, box, or Intercoastal, Plates ... ..	<i>36</i>	<i>36</i>	Stringer or Tie Plates, outside U Flat of Lower Deck* ... ..			
" Rider Plate ... ..	<i>6 4 9</i>	<i>6 4 9</i>	Ceiling betwixt Decks, thickn ... ..			
" Bulb Plate to Intercoastal Keelson ... ..	<i>3 3 8</i>	<i>3 3 8</i>	" in hold do. ... ..			
" Angle Irons ... ..	<i>3 3 8</i>	<i>3 3 8</i>	Main piece of Rudder, diam ... ..			
" Double Angle Iron Side Keelson ... ..	<i>3 3 8</i>	<i>3 3 8</i>	do. ... ..			
" Side Intercoastal Plate ... ..	<i>3 3 8</i>	<i>3 3 8</i>	Can the Rudder be unshipped ... ..			
" do. Angle Irons ... ..	<i>3 3 8</i>	<i>3 3 8</i>	Bulkheads No. <i>5</i> No. p. ... ..			
" Attached to outside plating with angle iron ... ..	<i>3 3 8</i>	<i>3 3 8</i>	" Thickness of <i>7</i> ... ..			
<b>BILGE</b> Angle Irons ... ..	<i>3 3 8</i>	<i>3 3 8</i>	" Height up <i>all up</i> ... ..			
" do. Bulb Iron Margin plate ... ..	<i>3 3 8</i>	<i>3 3 8</i>	" How secured to sides ... ..			
" do. Intercoastal plates riveted to plating for length ... ..	<i>3 3 8</i>	<i>3 3 8</i>	" Size of Vertical Angle ... ..			
<b>BILGE STRINGER</b> Angle Irons ... ..	<i>6 4 9</i>	<i>6 4 9</i>	" Are the outside Plates ... ..			
Intercoastal plates riveted to plating for 3/5 length ... ..	<i>6 4 9</i>	<i>6 4 9</i>				
<b>SIDE STRINGER</b> Angle Irons ... ..	<i>6 4 9</i>	<i>6 4 9</i>				

greater thickness - as distinguished from thickness at ends of vessel.

The **FRAMES** extend in one length from *middle line to Bilge* from *Bilge to Gunwale* Riveted through

The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to Bilge & thence to*

**KEELSONS.** Are the various lengths of Plates and Angle Irons properly connected? *Yes* And butts p

**PLATING.** Garboard, double riveted to Keel, with rivets *1/2* in. diameter, averaging *5 3/8* ins. from centre to

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. d

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diam

" Butts of *4* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/16* thicker

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* i

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in.

" Edges of Main Sheerstrake, double or single riveted. *Upper Sheerstrake, double or single*

" Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. *Butts of Upper or Spar Sh*

" Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. *Butts of Upper or Spar Stri*

" Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *5*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & Double* No. of B

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.

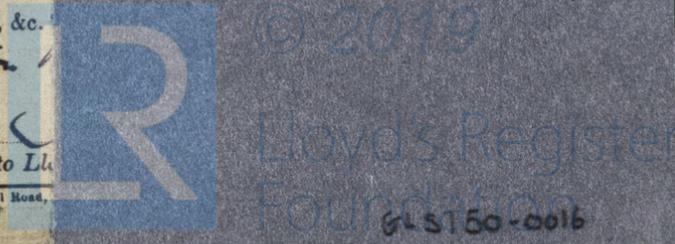
Manufacturer's name or trade mark, *Forbes & Co, Clydesdale, Hartlepool, Winton*

The above is a correct description.

Builder's Signature, *Burrell & Son* Surveyor's Signature, *Rosasco*

Surveyor to Lloyd's Register

Form No. 1 for Iron Ships-1500-2784-Transfer Ink.



674285

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 few.*

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. *The masts are built in accordance with the instructions tracing approved by the Committee, see Secretary's letter 16<sup>th</sup> Apr. 1884. The Iron used is "Clydesdale B.B." and has been tested as req<sup>d</sup> by the Rules and found satisfactory.*

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
		Chain	135	1 7/8	63.25	270/8	Wheeler	Bower Anchors	1813	3 1/2 x 1 1/2	31.18.0.4	34	Wheeler	
		Fore Sails,	135	1 7/8	59.5	17 7/8	by		18085	33.0.24	31.1.1.0	total	by	
		Fore Top Sails,	75	1 1/8	22.75	75/1 1/8	D.G.		18112	29.2.26	28.8.3.0	97	D.G.	
		Fore Topmast Stay Sails,	100	1 1/2	34.125	100-12	Lewis		18115	10.2.17	12.13.0.4	10 3/4	Lewis	
		Main Sails,	90	9 1/2	90-9 1/2			Stream Anchor	18114	6.0.6	8.7.2.0	5 1/2		
		Main Top Sails,	90	8	90-8			Kedge	18116	2.2.19	5.5.0.0	2 1/2		
		and						2nd Kedge						

Standing and Running Rigging *wire thumps* sufficient in size and *9 1/2* in quality. She has *3* Long Boat and *30* Hubs  
 The Windlass is *Emerson & Walker's* Capstan and Rudder *good* Pumps *good*  
 Engine Room Skylights.—How constructed? *Seakon iron coming on top of bridge* How secured in ordinary weather? *Bolted*  
 Arrangements for deadlights in bad weather? *Carpaulins & gratings*  
 Deck Openings.—How constructed? *wrought iron* How are lids secured? *Latches & bars* Height above deck? *15"*  
 etc.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 scuppers, 3 water ports,*  
*g pipes & 4 cargo ports*  
 How formed? *8/6 iron plate*  
 Forehatch *12ft x 12ft* Quarterhatch *18ft x 12ft*  
 How framed and secured? *3 one web in large hatchways and three*  
 Deck beams? *3 fore & afters, and two webs in largest.*  
 Deck plating? *2 3/4 solid.*

- 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
- Specially Surveyed: 1884 Feb 19, 21, 26; Mar 7, 12; Apr 2, 9, 10, 16, 18, 22, 25, 30; May 4, 10, 15, 16, 20, 23, 30; June 3, 6, 10, 13, 17, 20, 24, 27; July 1, 4, 9, 10, 15, 17, 18, 19, 31; Aug 5, 7, 12, 13, 19, 21, 26, 29, 30; Sep 2, 6, 9, 12, 16, 20, 24; Oct 1, 9, 15, 22, 27; Nov 1, 8, 15, 22, 29; Dec 6, 13, 20, 27; 1883 May 18, 22; Oct 1, 5; Nov 18, 23; 1884 April 4, 26 June 18, 24; Nov 4, 12.*

Workmanship, &c.) *good, and the vessel is built in accordance with the Rules. She is a sister vessel to "Aida" Report N<sup>o</sup> 6650. And is built with double bottom, and is divided into three compartments at each end, N<sup>o</sup> 1 from fore<sup>st</sup> is 116 ft long and 34 ft wide, N<sup>o</sup> 2 is 34 ft and 58 tons, and N<sup>o</sup> 3 is 34 ft and 58 tons. Each tank has been tested as req<sup>d</sup> by the Rules and found satisfactory. The fore and after peaks are built with water and proved satisfactory.*

Bridge (open) 82 ft & Forecastle 40 ft

Decking decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

Decking? Inside *Portland Cement* Outside *Paint*

Received by me, *100 A.I.*  
 3: 6 15/11 1884

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

DAY 21 NOV 1884 18

*100 A.I. 2 D. D. 3 D. D.*

