

SURVEY REPORT (IRON) 21530 ROSA MARY

Copy negatives of the two photographs
which form part of this report have
been made.

The left hand photograph is number C3392

The right hand photograph is number C3393

D S Stonham
Historic Photographs Section
31 May 1979



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IRON479-0410 (1/3)

SURVE



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REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 12** Survey held at **Malta** Date, first Survey **Apr 29** Last Survey **Aug 1** 18**78**

on the **Iron S.S. "Rosa May"** Master **Webster**

TONNAGE under Tonnage Deck
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage **1129**
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St'm'er, cut on Bm.

Built at **W. Antwerp** When built **1875**
 Owners **Gordale & Co** Port belonging to **Antwerp**
 Residence **3. Radcliffe Terrace Antwerp**
 By whom built **Gray** Destined Voyage **Antwerp**
 If Surveyed Afloat or in Dry Dock **On Hydraulic Dock Antwerp**

Length of Poop **31** ft. Ditto, Forecastle **31** ft. Ditto, Raised Quarter Deck **84** ft. Years assigned **12** Character in Register Book **90 A1**

Last Survey, No. **21453** Port **Iron** Classed **90 A1**

REPAIRS, OR EXAMINATION AS PER RULE **No 3.**

This vessel got on shore in the Red Sea on her voyage out to Bombay, and temporarily repaired there. On her voyage home, she collided with the S.S. "Hampden", which sank, & her own bows were reduced to the state shown in annexed Photographs.

The damages sustained in the grounding, were in the A to E Strakes on O Side, & the A to D Strakes on Spt Side, with Sundry Frames, also Stem Post & Inner & Outer Stem Posts & Rudder twisted. A number of Plots were bulged, & the Cement started in all directions.

The damages from the Collision, were the Stem, Sundry Frames, Stringers, Plots, & Sundry Frames twisted.

Surveyors — For Underwriters & Owners: **M. Alsop.**
 For Ship. **W. Hinchcliffe.**

Present Condition of the Decks	Good	Transoms	Good	Winlass and Capstan	Good
Waterways	Good	Breasthooks and Stemson	Good	Pumps	Good
Comings	Good	Transoms, Pointers, and Crutches	Good	Boats	Good
Upper Deck Beams & Fastenings	Good	Timbers of the Frame at the openings	Good	Masts, Yards, &c.	Good
Lower Deck Beams & Fastenings	Good	Ditto Ditto at other places	Good	Condition, how ascertained	Special Survey
Planksheers	Good	Keelsons	Good	Spils	Good
Sheerstrakes	Good	Clamps and Shelves	Good	Anchors No. of	3
Topsides	Good	Ceiling	Good	Cables	Ranched
Wales	Good	Rudder Unshipped	Good	Hawsers and Warps	Good
Plank (Bottom) and Counter	Good	Copper Paint When put on New	Good	Standing & Running Rigging	Good
Engine Room Skylights	Good	Caulking of Bottom, Deck, & Waterways	Good	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Hatches	Good

General Observations, Opinion as to Class, &c. **The whole of the repairs effected at Bombay were of the roughest possible description, this with the large number of plates cracked, bent, & bulged, rendered the overhauling & repairing here a work of great tediousness & anxiety. She has now however been thoroughly repaired & refitted, & I consider her fit to resume her original class in our Books.**

The Amount of Entry Fee ... **£ 2** : : received by me, **W. Hinchcliffe.**
 Special ... **£ 26** : : **5/8 1878**
 Certificate (if required) ... **£ 2.5** : :
 (Travelling Expenses, if any, £)

Committee's Minute **13th August, 1878.**

Character assigned **90 A1**
2. 1. 1878/53
DBW S.S. No 3 48
2. record damage repair

The following is a Summary of work done.

- Stem. The damaged Stem was cut out right down to scarp in keel, & a new Stem fitted, 50ft long in one piece.
- Stem posts. The inner & outer Stem posts were twisted. Inner one from below Stem tube, outer one from close under counter. Several careful heats were made & both posts straightened without fracture.
- Rudder. The Rudder was twisted with outer Stem post, the heel of which was out 6 inches. Arms unshipped, heated, straightened & sundry defective rivets cut out & replaced.
- Frames. In Bow. Three new Frames & Reverse Frames on ~~P~~ Side.
- New. In ~~M~~ Hold. Six Frames on ~~P~~ Side renewed & stiffened.
- Frames. In ~~M~~ Hold. Four.
- Straightened. " Engine Space. Six.
- " After Hold. Two.
- Beams. Two Beams bent & Angle irons broken were replaced with new lengths: 14' x 3" x 3" x 3/8". Four Beam Pillars bent & broken at foot repaired.
- Stringers. Two new Angle iron Stringers were fitted in lower hold rack. 14' x 5" x 3 1/2" x 9/16".
- Stringer Plates. Main deck one new Plate = 8' x 30" x 7/16".
- " ~~P~~ Side. " = 8'6" x 24" x 7/16".
- " ~~S~~ Side. " = 6' x 24" x 7/16".
- Breasthooks. The two Breasthooks to Lower Hold Stringers, smashed, were replaced with new.
- Plates. Strakes.
- | | | A | B | C | D | E | F | G | H | I | K | P Side
Strake | Total |
|--------------|----------------|---|---|---|---|---|---|---|---|---|---|-----------------------------|-------|
| New | P ^e | 2 | 5 | 1 | 3 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 21. |
| " | S ^d | 2 | 1 | 1 | 4 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 17. |
| Removed | P ^e | 2 | | 2 | 8 | 6 | 1 | | | | | | 19. |
| Straightened | S ^d | 2 | 1 | 2 | 7 | | | | | | | | 12. |
- Bulged & Straightened The following Plates were carefully heated & straightened without removal.
- In Main Hold. Right.
- " Engine Space. Five
- " After Hold. One.
- Bulkheads. All Bulkheads were overhauled & defects made good.
- Rivets. The whole of the Rivet work was carefully examined, defective Rivets - principally in Bottom work, Bottom & Bilge plating - cut out, & replaced with new.
- Butts. All shell butts were carefully examined & caulked where necessary.
- Sinks. The whole of the Ballast Sinks were examined, several plates being removed for that purpose. Two plates had

Sanks. The renewal, a large number of defective rivets were found in Sank top, & the Sanks had to be caulked throughout. When finished they were carefully tested up to standard, & found tight. All air pipes, sounding & suction pipes, sea cocks & sluice valves were put in order. The Fresh Water Sanks, removed to effect repairs, have been overhauled, also pumps examined.

Pumps. All deck Pumps to Hold & Engine room, have been examined & put in order.

Cement. On a full Examination of the whole of the Cement, it was found that the original work was cracked & started in all directions. That the Cement put in at Bombay - whether from being originally bad, or from defective manipulation - was very little better than common mortar. The whole fore & aft was therefore condemned & replaced with new.

Ceiling. All the Ceiling has been lifted & renewed where required, also the keel cleaned & sealed, bunks included.

Decks. The Main & Upper Forecastle decks removed to effect repairs have been replaced with new, also new Intervay. All berths, fittings of Forecastle, damaged or worn, have been made good.

The wooden decks have been caulked, iron decks overhauled fore & aft.

Windlass. The Windlass has been overhauled. Hawse pipes removed & replaced with new. One Trinch End broken & replaced in England.

Anchor. One Anchor Stock broken has been repaired.

Sails. One Main Stay sail & Sunday awnings, damaged stopping hole in bows, will require mending in England.

Hawsers. Iron wire ropes & some tow line have been supplied to replace those lost.

Paint. The keel has been repainted, inside as necessary, outside sealed cleaned & painted, bottom coated with two coats of composition.

Engines. The Engines & Boilers have been overhauled & tried under steam. Compiled is a Survey Report upon same by Mr. Hinchcliffe.

Minton
Surveyor.

Wm Hinchcliffe

Acting Engineer Surveyor.



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



Cause of Repairs to be clearly stated.

Official Number

No. in
Report No.

Survey held at

Date first Survey

T and S

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