

IRON SHIP.

No. 2703 Survey held at *Belfast* Date, First Survey *1 Sept 1879* Last Survey *Sept 1880*
On the *Iron screw schooner "Rosetta"* Master *A. E. Harlow*

TONNAGE under } *2006.55* ONE, OR TWO DECKED, THREE DECKED VESSEL.
Tonnage Deck }
Ditto of Third, Spar, }
or Awning Deck. }
Ditto of Poop, or }
Raised Or Deck }
Ditto of Houses }
on Deck }
Ditto of Forecastle }
Gross Tonnage *3457.25*
Less Crew Space *133.91*
Less Engine Room *1106.32*
Register Tonnage *2217.02*
as out on Beam }

HALF BREADTH (moulded) *20.00*
DEPTH from upper part of Keel to top of Upper Deck Beams *19.00*
GIRTH of Half Midship Frame (as per Rule) *42.90*
1st NUMBER *84.9*
1st NUMBER, if a 3-DECKED VESSEL, deduct 7 feet *7.0*
LENGTH *388.16*
2nd NUMBER *32.954*
PROPORTIONS—Breadths to Length *9.7*
Depths to Length—Upper Deck to Keel *13.37*
Main Deck ditto *18.4*

Built at *Belfast*
When built *1880* Launched *27 May 1880*
By whom built *Harland & Wolff*
Owners *Peninsular & Oriental Steam Navigation Co*
Port belonging to *Belfast*
Destined Voyage *London and India*
Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid
on deck as per Rule	<i>388</i>	<i>2</i>	Moulded	<i>40</i>	<i>0</i>	top of Floors to Upper Deck Beams	<i>26</i>	<i>11</i>	Engines	<i>700</i>	<i>Three</i>
						Do. do. Main Deck Beams	<i>19</i>	<i>0</i>			

Dimensions of Ship per Register, length, *390.55* breadth, *40.25* depth, *26.5*

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>11 x 3</i>	<i>11 x 3</i>	FLAT KEEL PLATES, breadth and thickness		
STEM, moulding and thickness	<i>11 x 3</i>	<i>11 x 3</i>	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	<i>36</i>	<i>13</i>
STERN-POST for Rudder do. do.	<i>11 x 6</i>	<i>11 x 6</i>	" of doubling at Bilge, or increased thickness, and length applied	<i>12</i>	<i>12</i>
" " for Propeller	<i>11 x 6</i>	<i>11 x 6</i>	" fm up. part of Bilge to l. edge of Sh'rstrake.	<i>12</i>	<i>12</i>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>	" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.		
			" Up. or Spar Dk Sh'rstrake, brdth & thickness	<i>41</i>	<i>15</i>
FRAMES, Angle Iron, for $\frac{1}{2}$ length amidships	<i>5 3/2</i>	<i>5 3/2</i>	Butt Straps to outside plating, breadth & thickness	<i>4 1/2</i>	<i>16 1/2</i>
Do. for $\frac{1}{2}$ at each end	<i>5 3/2</i>	<i>5 3/2</i>	Lengths of Plating	<i>14 1/2</i>	<i>10 1/2</i>
REVERSED FRAMES, Angle Iron	<i>3 1/2</i>	<i>3 1/2</i>	Shifts of Plating, and Stringers	<i>4 1/2</i>	<i>4 1/2</i>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>25 x 10</i>	<i>25 x 10</i>	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<i>55</i>	<i>9</i>
" thickness at the ends of vessel	<i>8</i>	<i>8</i>	Angle Iron on ditto	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" depth at $\frac{1}{2}$ the half-bdth. as per Rule	<i>14</i>	<i>12 1/2</i>	Tie Plates fore and aft, outside Hatchways	<i>7</i>	<i>7</i>
" height extended at the Bilges	<i>60</i>	<i>60</i>	Diagonal Tie Plates on Beams No. of Pairs	<i>8</i>	<i>8</i>
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>6 3 9</i>	<i>6 3 9</i>	Planksheer material and scantling		
Single or double Angle Iron on Upper edge	<i>24</i>	<i>24</i>	Waterways do. do.	<i>3</i>	<i>3</i>
Average space	<i>24</i>	<i>24</i>	Flat of Upper Deck do. do.	<i>3</i>	<i>3</i>
BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>6 1/2 3 9</i>	<i>6 1/2 3 9</i>	How fastened to Beams	<i>55</i>	<i>10</i>
Single or double Angle Iron, on Upper Edge	<i>24</i>	<i>24</i>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<i>55</i>	<i>10</i>
Average space	<i>24</i>	<i>24</i>	Is the Stringer Plate attached to the outside plating?	<i>yes</i>	<i>yes</i>
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	Angle Irons on ditto, No. 2	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
Single or double Angle Iron on Upper Edge	<i>48</i>	<i>48</i>	Tie Plates, outside Hatchways	<i>7</i>	<i>7</i>
Average space	<i>48</i>	<i>48</i>	Diagonal Tie Plates on Beams, No. of pairs	<i>8</i>	<i>8</i>
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>14 1/2 x 13</i>	<i>14 1/2 x 13</i>	Waterways materials and scantlings		
" Rider Plate	<i>14 x 11</i>	<i>14 x 11</i>	Flat of Middle Deck do. do.		
" Bulb Plate to Intercoastal Keelson	<i>6 1/2 4 1/2 9</i>	<i>6 1/2 4 1/2 9</i>	How fastened to Beams	<i>46</i>	<i>9</i>
" Angle Irons	<i>6 1/2 4 1/2 9</i>	<i>6 1/2 4 1/2 9</i>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<i>46</i>	<i>9</i>
" Double Angle Iron Side Keelson	<i>6 1/2 4 1/2 9</i>	<i>6 1/2 4 1/2 9</i>	Is the Stringer Plate attached to the outside plating?	<i>yes</i>	<i>yes</i>
" Side Intercoastal Plate	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	Angle Irons on ditto, No. 2	<i>4 x 4 x 9</i>	<i>4 x 4 x 9</i>
" do. Angle Irons	<i>9 1/2 4 1/2 9</i>	<i>9 1/2 4 1/2 9</i>	Stringer or Tie Plates, outside Hatchways	<i>15</i>	<i>10</i>
" Attached to outside plating with angle iron	<i>3 1/2 3 1/2 8</i>	<i>3 1/2 3 1/2 8</i>	Flat of Lower Deck	<i>3</i>	<i>3</i>
BILGE Angle Irons	<i>6 1/2 4 1/2 9</i>	<i>6 1/2 4 1/2 9</i>	Ceiling between Decks, thickness and material		
" do. Bulb Iron	<i>9 1/2 x 9</i>	<i>9 1/2 x 9</i>	" in hold	<i>2 1/2</i>	<i>2 1/2</i>
" do. Intercoastal plates riveted to plating for $\frac{1}{2}$ length	<i>10</i>	<i>10</i>	Main piece of Rudder, diameter at head	<i>8 1/2</i>	<i>8 1/2</i>
BILGE STRINGER Angle Irons	<i>6 1/2 4 1/2 9</i>	<i>6 1/2 4 1/2 9</i>	do. at heel	<i>4 1/2</i>	<i>4 1/2</i>
Intercoastal plates riveted to plating for $\frac{1}{2}$ length	<i>10</i>	<i>10</i>	Can the Rudder be unshipped afloat?	<i>yes</i>	<i>yes</i>
SIDE STRINGER Angle Irons			Bulkheads No. 7 Thickness of	<i>7 1/2</i>	<i>7 1/2</i>

Transoms, material. Knight-heads. Hawse Timbers. *Iron*
Windlass *Harfield's patent* Pall Bitt *—*

The FRAMES extend in one length from *keel* to upper stringer & *alternately* Riveted through plates with *1* in. Rivets, about *6 1/2* apart.
The REVERSED ANGLE IRONS on floors and frames extend *across* middle line to *middle deck* and to *upper 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 *4 1/4* ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets *1* in. diameter, averaging *3 1/2* ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *1* in. diameter averaging *3 1/2* ins. from centre to centre.
" Butts of all Strakes at Bilge for *half* length, treble riveted with Butt Straps *1 1/2* thicker than the plates they connect.
" Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *1* in. diameter, averaging *3 1/2* ins. from cr. to cr.
" all Butts from Bilge to Main Sheerstrake, worked carvel, double riveted, with rivets *1* 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 *length* amidships. Butts of Upper or Spar Sheerstrake, treble riveted *half* length amidships.
" Butts of Main Stringer Plate, treble riveted for *length* amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.
" Breadth of laps of plating in double riveting *6 1/4* Breadth of laps of plating in single riveting *ditto for middle deck stringer*
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Quadruple, treble & double riveted*
Waterway, how secured to Beams *further* (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? *turned knees, welded* No. of Breasthooks, *3* Crutches, *3*
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *angles, moulds, plates, rivets, hold crown &c*
Manufacturer's name or trade mark, *Trossell & Co. Belfast*

The above is a correct description.

Builder's Signature, *Harland & Wolff*

Surveyor's Signature, *J. W. Seal*

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

IRON 495-0236

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Lloyd's Register

Workmanship. Are the butts of plating planed or otherwise fitted? *yes*
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? *no*

27886 Iron

Masts, Bowsprit, Yards, &c., are in condition, and sufficient in size and length. If of Iron or Steel give 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 *Three iron pole masts as auxiliary to the steam power.*

Length of fore mast - 57.6' dia 28" *Built from the same drawings as was appld of for the "British Empire" - Belfast report to 2544.*
Main mast - 65.0' " " "
Mizen - 55.6' " 25"

NUMBER FOR EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
No.	CABLES, &c.						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Chain	150	2 1/16	76-10-0	300-2 7/16	76 5/16			42-2-4	37-11-3-14	48-0-0	35-5/16
Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)								41-1-4	36-14-2-21	40-0-0	35-5/16
Fore Top Sails,	Iron Str'm Chain	75	1 1/4	28-2-2-0	90-1 9/16				40-0-14	35-16-3-14	34-0-0	31-5/16
	Ditto do.	75	1 1/4	28-2-2-0					39-2-8	35-10-1-4		
Fore Topmast Stay Sails,	Hmpn Strm Cbl	120-4 1/2	shd wire hawser		90-12							
	Hawser ...	120-3 1/2			90-12							
Main Sails,	Towlines	120-3										
	Warp ...	120-5 3/4			90-8							
Main Top Sails, and	quality food	120-6										

Lloyd's proving house & tethered S. S. Lewis Sept. Jan'y 1880

Stream *Wärthin* 15-2-5 17-0-3-21 12-0-0 13 7/10

Kedge *Wärthin* 10-2-6 12-10-3-21 6-0-0 8 7/10

Ditto *Wärthin* 6-3-25 9-5-0-0 3-0-0 5 1/10

Lloyd's proving house & S. R. L. Sept. Jan'y 1880.

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2 life* Long Boat and 2 cutters, fig. mail boat & jolly boat.
The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights, How constructed? *thoroughly of Teak* How secured in ordinary weather? *always shipped*

What arrangements for deadlights in bad weather? *bull's eyes.*

Coal Bunker Openings, How constructed? *Cashiron* How are lids secured? *screws* Height above deck? *flush under poop deck*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *8 scuppers and 48 freeing ports between breaks of Forecastle and poop.*

Cargo Hatchways, How formed? *Plate & angles*

State size Main Hatch *19.6 x 12.0; 9.9 x 10.0* Fore hatch *11.6 x 10.0; 7.6 x 8.0* Quarter hatch

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *deep iron shifting beam and oak fore and aft*

Hatches, If strong and efficient?

Order for Special Survey No. 89	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	<i>Sept 1-9-25 Oct 1-8-14-16-23-27 Nov 3-6-24-27 Dec 2, 16, 18, 24</i>
Date <i>4th Sept 1879</i>		2nd. On the plating during the process of riveting	<i>January 5-7-14-19-23-27-30 Feb 3-6-9-12, 16, 18-19-20</i>
Order for Ordinary Survey No. 1		3rd. When the beams were in and fastened, and before the decks were laid...	<i>May 4-9-11-15-18-31 April 2-9-14, 18-19-22-25 May</i>
Date <i>1st Oct 1879</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<i>3-6-10-13-21-25-31 June 2-7-11-17-21-28 July 5-23</i>
No. <i>134</i> in builder's yard.		5th. After the ship was launched and equipped	<i>August 3-6-10-13-16-18-1880</i>

General Remarks (State quality of workmanship, &c.) *This three decked vessel has been built in accordance with the midship section submitted and approved see secretary's letter of the 25th August 1879; and in other respects to the Rules for the 100 ft grade.*

She has a fore-castle 46 feet in length, with the windlass fitted under. The poop deck is 261 feet long, beams 6 1/2 x 3 x 9 1/6 and a 2 1/2 inch bulk deck, with the engine room skylight fitted on it, the boats are also skidded on this deck.

The materials of which she is constructed are very good, and the workmanship throughout is of a superior character.

The midship section and tracing of strengthening in engine and boiler space are attached hereto.

State if ~~one, two, or three~~ decked vessel, or if ~~open~~, or ~~awning~~ decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length 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 *+ 100 A.1.*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *JWS*

Special ... £ " : 8 : 6 20/8 1879

Certificate ... *gratuity*
Travelling Expenses, if any, £ *67 9 0*

Committee's Minute

Tuesday, August 31st 1880

Character assigned

100 A.1
Lloyd's M.B. 8.80
Lloyd's A. 100
3 Decks
2 Iron Decks

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

This vessel has been built in accordance with the approved tracing, appended and appears to be eligible to be classed 100 A.1 - 2

Lloyd's Register Foundation