

# REPORT of SURVEY for REPAIRS, &c.

43145

No. 446 in Survey held at London Date, first Survey September 27 Last Survey November 5<sup>th</sup> 1883  
 Reg. Book. 446 on the Iron Ship Roman Empire (No. of Visits) 15 Master J. Adamson  
 Official Number 54638 TONNAGE under Tonnage Deck 1467 Built at West Hartlepool When built 1866  
 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 1542 Owners J. Duncan Port belonging to London  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam 1542 Residence  
 Engine Room  
 Reg. Tons as St mer, cut on Bm.  
 By whom built W. Pike & Co Destined Voyage Melbourne  
 If Surveyed Afloat or in Dry Dock at R. Brown's Poplar Dock & afloat  
 (State Name of Dock) Years assigned. Character in Register Book.

Last Survey, No. 41767 Port London Classed S.S. London No 3-79 \*A  
 REPAIRS, OR EXAMINATION AS PER RULE For S.S. No 1, Damage repairs & Meeboard  
 Cause of Repairs to be clearly stated. Society's Freeboard (if assigned) as painted on Ship 4 1/2 in  
 State dates of any letters respecting this case

This vessel has now been placed in dry dock, the bottom examined and recoated with paint; the topgallant bulwark stanchions and rail on port side renewed, and the damage to main rail made good. Mizzen topmast & topgallant mast, main topmast & topgallant mast, Mizzen lower and upper topsail yard and the topgallant and Royal d<sup>o</sup>, also the upper & lower main topgallant yard and topsail yard, all new. New binnacle trees fitted to the fore main & Mizzen masts, and the Mizzen gaff, new. Doubling plate fitted at Mizzen Mast head also between decks on the outside to strengthen the butts. All lower rigging at the Mizzen overhauled and the rigging above, renewed. The lower rigging at the fore & main examined and found good. Fore & main topmast rigging overhauled and repaired. Topgallant & Royal rigging on main mast renewed & d<sup>o</sup>

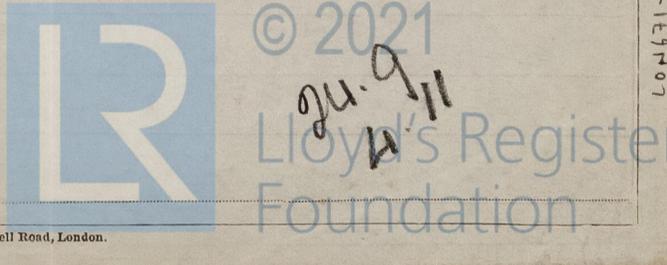
Decks <u>1879</u>	good	Frames	good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stemson	"	Pumps	"
ings	"	Transoms, Pointers, and Crutches	"	Boats	"
Beams & Fastenings	"	Timbers of the Frame at the openings	"	Masts, Yards, &c.	"
Beams & Fastenings	"	Ditto Ditto at other places	"	Condition, how ascertained	Examined
	"	Keelsons	"	Sails	Sufficient
	"	Stumps and Stuffs	"	Anchors	No. of 3 B, 1 S & 2 H
	"	Ceiling	"	Cables	part been on Deck good
	"	Rudder	"	Hawsers and Warps	Sufficient
	"	Copper (or Y.M.)	When put on	Standing & Running Rigging	"
	"	(State if on Felt.)		Cargo and Main Hatchways	Good
Wales	"	Cement (if Iron Ship)	<u>Cemented 1866</u>	Hatches	Good
Plank (Bottom) and Counter	"	Caulking of Bottom, Deck, & Waterways	Good		
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.			
General Observations, Opinion as to Class, &c.		Scuppers	Good		

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed with the Record of S.S. London No 1-88 in the Register Book.

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

The Amount of Entry Fee ... £ - : - : received by me, 7.7.8  
3/11/83 Special ... £ 4 : 4 : } 107 11 1883  
 Certificate (if required) } £ : 5 : } See Freeboard Report  
 to be sent as per margin...

(Travelling Expenses, if any, £ )  
 Committee's Minute 16  
 Character assigned \*A S.S. No 1-82  
TRW  
 FRIDAY 17 NOV 1883  
 ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.



Form No. 2 for Repairs—1,000—2/7/83. (The Surveyors are requested not to write on or below the space for Committee's Minute.) (If a Steam Ship, state whether or not a Report is also sent on the Machinery.) (Insert character precisely as in Register Book.)

overhauled at the Fore, - The old painting beams rivetted & 2 additional painting beams fitted in the fore peak of double angle iron  $4 \times 4 \times \frac{3}{16}$  well secured, - Sundry damage to deck fittings, Cabin fittings, deck houses, and boats, repaired or renewed, and made good.

The timber boards and Ceiling equal to three strakes amidships on each side taken up on removal of the ballast examined and found all good, examined the fore peak, and at other parts of the hold and between decks, thus completing the survey of the hold for S. S. No. 1 - The timber boards and Ceiling having been lifted and the floors and frames cement &c examined in anticipation at the time of Survey London Report No. 41767 dated September 22<sup>d</sup> - 1882, - The Masts, Spars, and Woodlass examined,

The Chain Cables were ranged and examined and found to be 285 fathoms on Survey held in London in Report No. 24275 dated August 21<sup>st</sup> 1879, and have in consequence not been removed from the Lockers at that time.

Part new sails supplied to replace those lost and damaged.

The Treeboard as assigned by the Committee viz "in" in Salt Water and  $4 \frac{1}{2}$ " in Fresh Water, has now been marked and painted on the sides, and verified by J. W. Miles.

J. W. Miles.

Edward J. Tierney