

REPORT of SURVEY for REPAIRS, &c.

43145

No.

No. in Survey held at *London*

Date, first Survey *September 27* Last Survey *November 5* 1883

Reg. Book. *446* on the *Iron Ship Roman Empire*

Master *J. Adamson*

Official Number *54638*
 TONNAGE under Tonnage Deck *1467*
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *1542*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *1542*
 Engine Room
 Reg. Tons as St' mer, cut on Bm.

Built at *West Hartlepool* When built *1866*

Owners *J. Duncan* Port belonging to *London*

Residence

By whom built *W. Pike & Co* Destined Voyage *Melbourne*

If Surveyed Afloat or in Dry Dock *at R. Brown's Poplar Dock & afloat*

Length of Poop — ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck — ft.

Last Survey, No. *41767* Port *London* Closed *S.S. London No 3-79 9.82*

REPAIRS, OR EXAMINATION AS PER RULE *For S.S. No 1, Damage Repairs & Reboard.*

Cause of Repairs to be clearly stated.

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^o, also the upper & lower main topgallant yard and topsail yard, all new. New Pressle 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^o

Present Condition of the		Windlass and Capstan	
Decks <i>new 1879</i>	<i>Good</i>	Breasthooks and Stemson	<i>Good</i>
Waterways	<i>"</i>	Transoms, Pointers, and Crutches	<i>"</i>
Beams & Fastenings	<i>"</i>	Timbers of the Frame at the openings	<i>"</i>
Beams & Fastenings	<i>"</i>	Ditto Ditto at other places	<i>"</i>
	<i>"</i>	Keelsons	<i>"</i>
	<i>"</i>	Stumps and Stuffs	<i>"</i>
	<i>"</i>	Ceiling	<i>"</i>
	<i>"</i>	Rudder	<i>"</i>
	<i>"</i>	Copper (or Y.M.) When put on	<i>"</i>
	<i>"</i>	(State if on Felt.)	<i>"</i>
Wales	<i>"</i>	Cement (if Iron Ship) <i>Cemented 1866</i>	<i>"</i>
Plank (Bottom) and Counter	<i>"</i>	Caulking of Bottom, Deck, & Waterways	<i>Good</i>
Engine Room Skylights	<i>"</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>"</i>	Scuppers	<i>Good</i>
General Observations, Opinion as to Class, &c.	<i>"</i>	Cargo and Main Hatchways	<i>Good</i>
	<i>"</i>	Hatches	<i>Good</i>

General Observations, Opinion as to Class, &c.

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 1-83 in the Register Book.

Edward John Perry

The Amount of Entry Fee ... £ ... received by me, *£78*

17/11 1883

Certificate (if required) to be sent as per margin... £ ... See Freeboard & Rep.

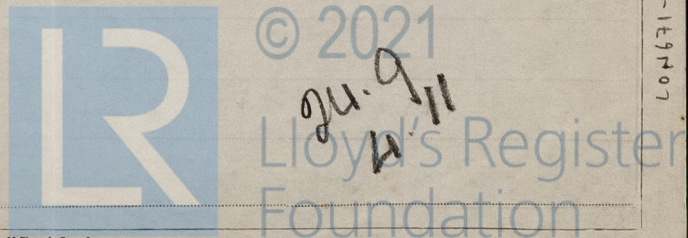
(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *S.S. No 1-82*

Robert Edmund Taylor & Son

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.



(If a Steam Ship, state whether or not a Report is also sent on the Machinery)

(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.)

Character in Register Book.

232-0327

overhauled at the Fore, - The old panting beams rivetted & 2 additional panting 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^d - 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 21st 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