

Requisition No 114
Secretary's instructions
25th Jan'y 1856

IRON SHIPS.

1123
1169
158
18/5
18/5
14/8/16
199

No. 3638 Survey held at Port Glasgow Date 21st July 1856
on the Paddle Steamer "Lusitania" Master Louis Burnay
Tonnage Gross 559¹⁰⁰ net 185¹⁰⁰ Engine Room 133¹⁰⁰ Register 226¹⁰⁰ Built at Port Glasgow
When Built 19th June 1856 By whom built John Reid & Co Owners J. I. Fernandes & Immaos
Port belonging to Lisbon Destined Voyage Glyde to Lisbon
If Surveyed Afloat or in Dry Dock While Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse No.
.....	165	2	23	10	11	7	210. Two Engines
Distance between Floors amidships	1	6		1	4				6x2	✓ 6x2
" " " forward and aft	1	6	X	1	4					
" " Ribs amidships	1	6		1	4				5 1/2 x 2 1/2	✓ 6x2
" " " forward and aft	1	6		1	4					
Floors, Size of Angle Iron, and No. single at bottom of Floor Plate	4	3	6/16	3	2	5/16				
" depth & thickness of Plate at mid line	12	-	6/16	12		6/16				
" "tapering to" turn of bilge	3	3	6/16	2	2	4/16				
" Size of Reversed Angle Iron, and No. double at top of Floor Plate	2 1/2	2 1/2	7/16	2	2	4/16				
Ribs, Size of Angle Iron, single or double	4	3	8/16	3	2	5/16				
" " Reversed Iron, if to every frame or every frame	2 1/2	2 1/2	7/16	2	2	4/16				
Beams, Deck (No.) double or single										
Angle Iron	6	6	5/16	6	6	5/16				
" depth & thickness of plate amidships	2 1/2	2 1/2	5/16							
" double or single Angle Iron, on upper edge										
" average space between	Three feet									
" if wood (No.) sided & moulded										
Hold, (No.) double or single										
Angle Iron	6	6	5/16	6	6	5/16				
" depth & thickness of plate amidships	2 1/2	2 1/2	5/16							
" double or single Angle Iron, on upper edge										
" average space between	Every fourth frame									
" if wood (No.) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate	12 1/2	10								
Engine										
Keelson, wood, sided & moulded, iron, size of plate, if box, give sketch & dimensions	16	4	3	5/16	3	2 1/2	5/16			
" Side or Bilge	4	3	5/16	3	2 1/2	5/16				
" Number										

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Pitch Pine

Hawse Timbers Iron

Bulkheads, No. Three

Thickness of 5/16

The Ribs extend in one length from Keel to Gunwale and Rail alternately rivetted through plates with ($\frac{3}{4}$ in.) rivets, about ($\frac{1}{4}$ in.) apart.

The reverse angle irons on the floors extend in one length across the middle line from 3 feet on each side to Gunwale and Hold Beam Stringer alternately

" " and on the ribs " " from

Keelson, if wood, length of scarp Double Angle Iron, how are the various lengths connected? Well shifted & rivetted together

Plates, Garboard, double or single rivetted to keel, with rivets ($\frac{7}{8}$ ins.) diameter averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivet.

" edges from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{1}{2}$ in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

" butts from Garboards to turn of bilge, worked carvel with a lining piece ($\frac{7}{16}$ in.) thick, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

" edges from bilge to wales, worked carvel with a lining piece ($\frac{1}{2}$ in.) thick, or clencher, double or single rivetted; rivets ($\frac{3}{4}$ in.) diameter, averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

" butts from bilge to wales, worked carvel with a lining piece ($\frac{3}{16}$ in.) thick, double or single rivetted; rivets ($\frac{1}{2}$ in.) diameter, averaging ($2\frac{1}{2}$ in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes

" edges of wales and to planksheers, worked carvel with a lining piece ($\frac{1}{2}$ in.) thick, or clencher, double or single rivetted; rivets ($\frac{1}{2}$ in.) diameter averaging ($2\frac{1}{2}$ ins.) from centre to centre of rivets.

Planksheer, how secured to the plating of the sides

Explain by sketch,

Waterway " " planksheer and to the Beams

if necessary.

Side trussing breadth and thickness of plates

how secured

Deck trussing plates 10 x 2 inch extending all fore and aft on each side of Hatchways

Deck Beams, how secured to the side By continuation of Bulk Iron girders below under side

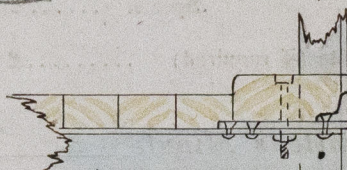
Hold " "

Paddle " " By knee plates 30 inches deep, and Angle Iron

No. of breasthooks Four crutches Three how are pointers compensated?

What description of iron is used for the angle iron and bar iron in the vessel?

Scotch Iron



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Lloyd's Register

IRON 432-0184

Workmanship. Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them? *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*
Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *Solid*
Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *Some*
Was the plating caulked internally in the wake of the frames or ribs? *No*

Her Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
<i>One complete suit of sails of best cloth and rigging is well</i>	Fore Sails,	Chain	180 14 1/2	Bowers	3 10.0.22 Common
	Fore Top Sails,	Hempen Stream Cable	90 6 1/2		9.2.6 Common
	Fore Topmast Stay Sails,	Hawser	90 4	Stream,	1 4.3.0 Common
	Main Sails,	Towlines			
	Main Top Sails,	Warp		Kedges	2 2.1.0 } Common 2.0.3 }
		All of <i>Good</i> quality.			

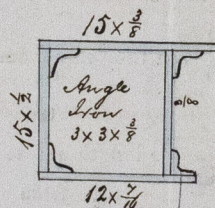
Her Standing and Running Rigging *Simple* sufficient in size and *Good* in quality.

She has *Two Life* Long Boat and *Pinnace* Rig
The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Four lead, Good*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17. 1st. On the several parts of the frame, when in place, and before the plating was wrought *16th Jan^y 30th ditto 4th 10th March*
2nd. On the plating during the progress of rivetting *18th 22nd March 2nd 9th 15th April*
3rd. When the beams were in and fastened, and before the decks were laid *2nd 4th 7th May*
4th. When the ship was complete, and before the plating was finally coated *17th June*
5th. After the ship was launched *21st July*

Laid on December 1855, launched 19th June 1856. Specially surveyed in accordance with Secretary's instructions dated 25th January 1856. She has three Watertight Bulkheads 5th inch thick rivetted with rivets 5th inch, about 2 1/2 inches apart, trussed with Angle Iron 3x3x 5/8 inch, 2 feet 6 inches apart, and rivetted with 5th inch rivets six inches from centre to centre. Ribs in Engine and Boiler Space, 50 feet, 4x3x 5/8 inch, fore side and aft side 3x3x 5/8 inch. Reversed Angle Iron on four frames in Engine and Boiler Space 3x3x 5/8 inch; Four frames in Engine room formed by Iron plate 9x 1/2 inch, with Double Angle Iron on each edge 4x3x 5/8 inch; lower plates of Engine Beams continued down the side and over floor plate. Plating equal to that required for the 12 Years grade. Beams and Keelsons heavy. Workmanship and materials of the best descriptions. Ground tackle complete. Certificates of Chain Cables produced; and Engineers' Certificate herewith.
The Angle Iron frames being very heavy; plating fully equal to 12 years, with extra strength in Engine and Boiler Space; we would respectfully submit her general claims for the 12 Years grade



Transverse Section of Engine Beam.

In what manner are the surfaces preserved from oxidation? *By asphalt in Engine Room and Boiler Space, two coats of Red lead inside and outside, and one coat of Reid's Composition on bottom.*

I am of opinion this Vessel should be classed _____

The amount of the Fee£ 4 : " : " is received by me,

Special£ 18 : " : "

Certificate (required)£ " : " : "

Committee's Minute *22nd Aug^r 1856*

Character assigned *12 A 1*

John H. Cummings
John Congdon

The wide space of the frames being compensated by the additional legs of the frames I am of opinion this vessel is eligible to be classed 12 A 1 14th Aug 1856 - M.R.