

Requisition No. 202  
 Secretary's Instructions  
 dated 17<sup>th</sup> Dec. 1859

# IRON SHIPS.

Rec 23/4/60

No. 4155 Survey held at Port Glasgow Date 20<sup>th</sup> April 1860  
 on the Paddle Steamer "Lisboa" Master Fernando Antonio Contente

Tonnage Gross 361<sup>54</sup>/<sub>100</sub> Engine Room 133<sup>59</sup>/<sub>100</sub> Register 227<sup>97</sup>/<sub>100</sub> Built at Port Glasgow

When Built 24<sup>th</sup> March 1860 By whom built John Reid & Co. Owners Lusitania Steam Co.

Port belonging to Lisbon Destined Voyage Glyde to Lisbon

Surveyed Afloat or in Dry Dock While building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
185	10	24	7	11	7	120	Two Engines
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship: 18		Inches required per Rule: 18				
Floors, Size of Angle Iron, and No. Singbat bottom of Floor Plate	Inches in Ship: 3	Inches in Ship: 3	16ths in Ship: 6/8	Inches required per Rule: 3 1/2	Inches required per Rule: 2 1/2	16ths required per Rule: 4/8	
depth and thickness of Floor Plate at mid line	for depth amidships: 18		at ends: 12	7/8	11/8	8/8	
depth and thickness of Floor Plate at Bilge Keelson	2 1/2		2 1/2	5/8	2 1/2	5/8	
Size of Reversed Angle Iron, and No. Singbat top of Floor Plate	3		3	5/8	3 1/2	2 1/2	4/8
Frames, Size of Angle Iron, single or double	2 1/2		2 1/2	5/8	2 1/2	2 1/2	5/8
Reversed Iron, to every frame	2 1/2		2 1/2	5/8	2 1/2	2 1/2	5/8
Beams, Deck (No. ) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2		2 1/2	5/8	2 1/2	2 1/2	5/8
depth & thickness of plate amidships	6		6	5/8	6	5/8	
double or single Angle Iron, on lower edge	3 feet						
average space between	3 feet						
if wood (No. ) sided & moulded	2 1/2		2 1/2	5/8	2 1/2	2 1/2	5/8
Hold, or Lower Deck (No. ) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2		2 1/2	5/8	2 1/2	2 1/2	5/8
depth & thickness of plate amidships	6		6	5/8	6	5/8	
double or single Angle Iron, on lower edge	9 feet						
average space between	9 feet						
if wood (No. ) sided & moulded	3 feet						
Paddle, wood, sided and moulded	4		5	5/8			
if Iron, size of Plate	13		12	5/8			
Engine	15			5/8			
Keelson, wood, sided & moulded, iron, size of plate, if Iron, give sketch & dimensions	3 1/2		2 3/4	5/8	3 1/2	2 3/4	4/8
Side or Bilge, Double Angle Iron	3 1/2		2 3/4	5/8	3 1/2	2 3/4	4/8
Number	One on each side						

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

Knight-heads Iron Bulkheads, No. 4 Thickness of 5/8 5/8

Hawse Timbers Iron are they free from defects? Yes how secured to the sides of the ship Between double frames

The Frames or Ribs extend in one length from Keel to Gunnwale rivetted through plates with ( 3/4 in.) rivets, about ( 6 ins ) apart.

The reverse angle irons on the floors extend in one length across the middle line from 4 feet on each side to Bilge and Gunnwale alternately

Keelson, how are the various lengths of plates or angle irons connected? Well shifted and rivetted together

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets ( 1 1/8 ins.) diameter averaging ( 1 1/2 in.) from centre to centre of rivet.

Edges from Garboards to upper part of bilge, worked carvel with a lining piece ( 1/2 in.) thick, or clencher, double or single rivetted; rivets ( 1 1/2 in.) diameter, averaging ( 2 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece ( 9/8 in ) thick, double or single rivetted; rivets ( 1 3/8 in.) diameter, averaging ( 2 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 planksheer, worked carvel with a lining piece ( 1/2 in.) thick, clencher, double or single rivetted; rivets ( 1 3/8 in.) diameter, averaging ( 2 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

Butts from bilge to planksheers, worked carvel with a lining piece ( 1 1/8 in ) thick, or clencher, double or single rivetted; rivets ( 1 3/8 in.) diameter averaging ( 2 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting ( 4 1/2 ins ) Breadth of laps in single rivetting ( 2 1/2 ins )

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 By plates for each side of hatchways 9x7/8 and diagonal plates where practicable

Deck Beams, how secured to the side? By continuation of Bulb Iron Beams from upper side of Beam

Hold or Lower Deck " " " " " " " "

Paddle " " " " " " " "

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

What description of iron is used for the angle iron and plate iron in the vessel? Scottish Iron

Builder's Signature  
John Reid & Co.  
 Foundation  
 IRON 434-0207

2111 Iron

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? 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 solid with single pieces, or are they in short lengths of various thicknesses? Solid  
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform 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? A few

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....	180 1 7/8	Bowers .....	1 10. 2. 0 1 11. 0. 10 1 10. 2. 21
	Fore Top Sails,	Hempen Stream Cable .....	90 7	Stream, .....	1 4. 2. 10
One complete suit of Sails	Fore Topmast Stay Sails,	Hawser .....	90 5	Kedge, .....	1 2. 1. 25
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....			
and	All of <u>Good</u> quality.				

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One life Long Boat and three others  
 The present state of the Windlass is Good & Steam Capstan Winch 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
  - 2nd. On the plating during the progress of rivetting
  - 3rd. When the beams were in and fastened, and before the decks were laid
  - 4th. When the ship was complete, and before the plating was finally coated
  - 5th. After the ship was launched
- Specially Surveyed.

*This vessel has four watertight bulkheads 7 1/2 inch thick, fitted between double frames and extending to the upper deck. Every other frame extends to the height of the main rail, and the remainder to the gunwale. There are fore and aft tie plates on each side of the hatchways, and diagonal tie plates where practicable 9 x 7 1/2 inch; and the workmanship throughout is done in a satisfactory manner.  
 Testing Certificates of Chain Cables have been produced. Engineers' certificates herewith.*

In what manner are the surfaces preserved from oxidation? Inside asphalted to upper part of bilge, and three coats of paint; and outside with two coats of Red lead and one coat of Red's composition

I am of opinion this Vessel should be classed 12 A 1

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

Special .....£ 18 : 2 : "

X Certificate (required) .....£ " : " : "

Committee's Minute 24<sup>th</sup> April 1860

Character assigned 1<sup>st</sup> Class

*Built by John  
 M. J. [Signature]*

*Benj. Marshall  
 John B. Compton  
 I concur in the above  
 recommendations  
 23<sup>rd</sup> April 1860 J.B.C.*

X Major John King Esq., Port Agent.

