

# IRON SHIP.

(Received at London) THURSDAY 18 JUNE 1885

No. *Survey held at London* Date, First Survey *22<sup>nd</sup> Sept 1883* Last Survey *6<sup>th</sup> June 1885*

On the *Iron Screw Steamer "Luo". Schooner rig.*

TONNAGE under Tonnage Deck	235.61	ONE, OR TWO DECKED, THREE DECKED VESSEL
Ditto of Third, Spar, or Awning Deck	<i>Bidge - 32.75</i>	SKAE, OR AWNING-DECKER VESSEL.
Ditto of Poop, or Raised Qr. Dk.	24.47	Half Breadth (moulded) ... .. 11.0
Ditto of Houses on Deck	27.29	Depth from upper part of Keel to top of Upper Deck Beams ... .. 11.2
Ditto of Forecastle	<i>Excess hatch - 10.79</i>	Girth of Half Midship Frame (as per Rule) ... .. 19.8
Gross Tonnage	330.91	1st Number ... .. 41.10
Less Crew Space	311.69	1st Number, if a 3 Decked Vessel deduct 7 feet
Less Engine Room	105.89	Length ... .. 135
Register Tonnage as out on Beam	205.80	2nd Number ... .. 5647
		Proportions— Breadths to Length ... .. 6.13
		Depths to Length— Upper Deck to Keel ... .. 12.09
		Main Deck ditto ... ..

Master  
 Built at *Deptford Green*  
 When built *1883 5/1885* Launched *1<sup>st</sup> April 1885*  
 By whom built *London Dry Dock Company Ltd*  
 Owners *Thomas Creswell Laws*  
 Residence *62 Linnaeus Street, Hull*  
 Port belonging to *London*  
 Destined Voyage *Lisbon & the Congo*  
 If Surveyed while Building, Afloat, or in Dry Dock. *while building*

LENGTH on deck as per Rule ...	135	BREADTH— Moulded ...	22 0	DEPTH top of Floors to Upper Deck Beams ...	10 2	Power of Engines ...	55	No. of Decks with flat laid	one	No. of Tiers of Beams	two
Dimensions of Ship per Register, length,	136-0	breadth,	22-0	depth,	10 1/2	DEPTH Moulded	10 8				

	Inches in Ship	Inches per Rule								
KEEL, depth and thickness ...	1 x 1 1/2	7 x 1 1/2	6 1/4 x 1 1/2	6 1/4 x 1 1/2	6 1/4 x 3/4					
STEM, moulding and thickness ...	6 1/4 x 1 1/2	6 1/4 x 1 1/2	6 1/4 x 3/4							
STERN-POST for Rudder do. do.	6 1/4 x 3/4									
" " for Propeller ...	6 1/4 x 3/4									
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	21 inches	21								
BEAMS, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5	3 2 1/2 5
REVERSED FRAMES, Angle Iron ...	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4	2 1/2 2 1/2 4
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6	4 2 1/2 6
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 1
BEAMS, Lower Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	10 8 10 8	10 8 10 8	10 8 10 8	10 8 10 8	10 8 10 8	10 8 10 8	10 8 10 8	10 8 10 8	10 8 10 8	10 8 10 8
BEAMS, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
KEELSONS Centre line, single or double plate, box, or Intercostal Plates	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8	6 1/2 8 6 1/2 8
" Rider Plate ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" Bulb Plate to Intercostal Keelson ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" Angle Irons ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" Double Angle Iron Side Keelson ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" Side Intercostal Plate ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" do. Angle Irons ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" Attached to outside plating with angle iron	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
BILGE Angle Irons ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" do. Bulb Iron ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" do. Intercostal plates riveted to plating for ... length	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
BILGE STRINGER Angle Irons ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
" Intercostal plates riveted to plating for ... length	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6
SIDE STRINGER Angle Irons ...	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6	3 3 6 3 3 6

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *7 1/2* apart.  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to *4 1/2* ft. below main deck and to *1/2* ft. below main 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* in. diameter, averaging *5* ins. from centre to centre.  
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *3/4* in. diameter, averaging *3* ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 1/4* ins. from centre to centre.  
 " Butts of *2* Strakes at Bilge for *1/2* length, double riveted with Butt Straps *1/4*" thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *3/4* in. diameter, averaging *3* ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *2 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
 " Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.  
 Breadth of laps of plating in double riveting *4 3/4*" Breadth of laps of plating in single riveting *2 1/2*"  
 " Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double* No. of Breasthooks, *8* Crutches, *2*  
 " A description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Yazacks.*

Manufacturer's name or trade mark,  
 The above is a correct description.  
 Builder's Signature, *London Dry Dock Co. Limited*  
 Surveyor's Signature, *J. W. Miles*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Robert Edmund Taylor & Son Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.  
 LONGTS-0147

**Workmanship.** Are the butts of plating planed or otherwise fitted? *planed* 45075 down  
 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? *a few*

Masts, Bowsprit, Yards, &c., are *wood* in *good* condition, and sufficient in size and length. *If of Iron or Steel give Specifications of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing 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 *✓*

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machin. where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
	Chain		165 1/2	1 1/2	27 brk	165-76	D. G. Lewis	Bower Anchors	2	7-3-18	10-2-2-0	6 1/2	D. G. Lewis
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)			18 tensile	165-76	A. S. Horton	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					A. S. Horton
	Fore Top Sails,	Iron Stream Chain	45	7/16	short link 11.5 brk	45-76	E. Seedhouse			6-3-21	9-5-0-0	6 1/2	19th Feb 1884
	Fore Topmast Stay Sails,	or Steel Wire or Hempen Strm Cable			5-12-3 tensile		Test Sup at Vetcherton 7th Feb 1884						
	Main Sails,	Towline, Hemp	75	7		75-7"							
	Main Top Sails,	or Steel Wire											
	and good quality	Hawser	90	5		90-5"		Stream Anchor	1	2-1-9	4-17-2-0	2	
		Warp	90	3 1/2				Kedge	1	1-0-16		1	
								2nd Kedge					

Standing and Running Rigging *Hand wire, run hemp, sufficient in size and good in quality.* She has *2* Long Boats and  
 The Windlass is *iron* Capstan *iron* and Rudder *good* Pumps *good*  
**Engine Room Skylights.**—How constructed? *Of iron.* How secured in ordinary weather? *Iron lids secured with asp.*  
 What arrangements for deadlights in bad weather? *Bull's eyes.*  
**Coal Bunker Openings.**—How constructed? *Of iron.* How are lids secured? *by asp* Height above deck? *15"*  
**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three side ports and two mooring pipes on each side besides scuppers.*  
**Cargo Hatchways.**—How formed? *Iron coamings & headledges.*  
 State size Main Hatch *42ft long - 15ft wide* Fore hatch *21ft long - 12ft wide* Quarter hatch *21ft long - 12ft wide.*  
 If of extraordinary size, state how framed and secured? *✓*  
 What arrangement for shifting beams? *4 deep shifting web plates at main hatch; one deep shifting web plate at after hatch*  
**Hatches,** If strong and efficient? *yes - solid hatches.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	DATES of SURVEYS held while building as per Section 18.
				74	1st. On the several parts of the frame, when in place, and before the plating was wrought
					2nd. On the plating during the process of riveting
					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 or cemented..
					5th. After the ship was launched and equipped

State dates of letters respecting this case *Secretary's letters dated 24th August, 19th Sept & 15 Nov 1883 & 14th Feb 1884.*

**General Remarks** (State quality of workmanship, &c.) *The general quality of the workmanship is good. This vessel has been built in accordance with the approved sketches attached, except as regards the main hatchway which has been shortened to 12 1/4 feet in length. In other respects she has been built in accordance with the Rules. She has a drop fore-castle, raised quarter deck, bridge also a deck house on fore side of bridge 28ft long & 15ft wide. The main deck under the deck house is of 3" yellow pine - elsewhere the main deck is of iron. The fore peak tank & the after peak tank have been tested by head of water.*

State if one, two, or three decked vessel, or if spar, or acoring decked; and the lengths of *25ft* bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)  
 How are the surfaces preserved from oxidation? Inside *Cement to height of bulge - paint above* Outside *paint.*  
 I am of opinion this Vessel should be Classed *100 A. 1*  
 The amount of the Entry Fee .....£ *2* : - : - is received by me, *J. H. Truscott.*  
 Special .....£ *15* : *12* : - *24/6* 18 *85*

(to be sent as per margin). Certificate ...  
 (Travelling Expenses, if any, £) ...  
 Committee's Minute **FRIDAY 19 JUNE 1885** 18  
 Character assigned *100 A. 1*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 This vessel appears to be eligible to be classed 100 A. 1 as recommended 18th June 1885  
 Lloyd's Register Foundation

Reference should be made to any correspondence connected with the case.