

## IRON SHIP.

(Received at London) 1885

JUNE 1885

1885

No. Survey held at London Date, First Survey 22<sup>nd</sup> Sept 1883 Last Survey 6<sup>th</sup> June 1885On the Iron Screw Steamer "Luso". Schooner rig.

TONNAGE under Tonnage Deck	235.61	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck.	Bridge - 32.75	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	Excess hatch - 10.79	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 GreenWhen built 1883 5/85 Launched 1<sup>st</sup> April 1885By whom built London Dry Dock Company LtdOwners Thomas Creswell LawsResidence 62 Linnaeus Street, HullPort belonging to LondonDestined Voyage Lisbon & the CongoIf Surveyed while Building, Afloat, or in Dry Dock. while building

LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper Deck Beams	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	135		Moulded	22	0	Do. do. Main Deck Beams	10	2	55		one	one
Dimensions of Ship per Register, length, 136-0 breadth, 22-0 depth, 10-8						DEPTH Moulded	10	8				
KEEL, depth and thickness			Inches in Ship.			Inches per Rule.						
STEM, moulding and thickness			1 x 1 1/2			7 x 1 1/2						
STERN-POST for Rudder do. do.			6 1/4 x 1 1/2			6 1/4 x 1 1/2						
" for Propeller			6 1/4 x 3/4			6 1/4 x 3/4						
Distance of Frames from moulding edge to moulding edge, all fore and aft			21 inches			21						
FRAMES, Angle Iron, for 1/2 length amidships			3	2 1/2	5	3	2 1/2	5				
Do. for 1/4 at each end			3	3	8	3	2 1/2	5				
REVERSED FRAMES, Angle Iron			2 1/2	2 1/2	4	2 1/2	2 1/2	4				
LOORS, depth and thickness of Floor Plate at mid line for half length amidships			12		6 1/2	12		6 1/2				
thickness at the ends of vessel					5			5				
depth at 3/4 the half-bdth. as per Rule			6			6						
height extended at the Bilges			24			24						
BEAMS, Upper, Spar, or Awning Deck			4	2 1/2	6	4	2 1/2	6				
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge			21			21						
Average space												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Lower Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Hold, or Orlop												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates			10		8	10		8				
" Rider Plate			6 1/2		8	6 1/2		8				
" Bulb Plate to Intercoastal Keelson			3		3	6		3		3		6
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons			3		3	6		3		3		6
" do. Bulb Iron			5 1/2		5	5 1/2		5				
" do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons			3		3	6		3		3		6
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons			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 ft. below gunwaleKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yesPLATING. 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 1/2Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & double No. of Breasthooks, 8 Crutches, 2at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? YesManufacturer's name or trade mark, London Dry Dock Co. LimitedBuilder's Signature, London Dry Dock Co. Limited Surveyor's Signature, J. W. Miles Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? *planed* 45075200  
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 *✓*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.		CABLES, &c.											
N <sup>o</sup> .													
Fore Sails,	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	
	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)			18 tensile		1884	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					1884	
Fore Top Sails,	Iron Stream Chain	45	1 1/2	11-5 brk	45-76	E. Seedhouse			6-3-21	9-5-0-0	6 1/2	19th & 21st Feb	
	or Steel Wire ..			5-12-3 tensile		Asst. Sup. at Vetherton 7th Feb 1884						1884	
Fore Topmast Stay Sails,	or Hempen Strm Cable .....												
	Towline, Hemp.	75	7		75-7"								
	or Steel Wire ..												
Main Sails,	Hawser .....	90	5		90-5"		Stream Anchor	1	2-1-9	4-17-2-0	2		
Main Top Sails,	Warp .....	90	3 1/2				Kedge ...	1	1-0-16		1		
and	quality	good					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 *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Of iron.* How are lids secured? *by asp* Height above deck? *15"*

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 *42 ft long - 15 ft wide* Fore hatch *Quarter hatch 21 ft long - 12 ft 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.	1st. On the several parts of the frame, when in place, and before the plating was wrought	September 22; Oct <sup>r</sup> 27. Nov <sup>r</sup> 1, 6, 30. Dec <sup>r</sup> 21 - 1883.
Date	2nd. On the plating during the process of riveting	Jan <sup>r</sup> 2, 10, 14, 19, 22, 26, 30, 31. Feb <sup>r</sup> 6, 11, 15, 20, 21. March 17, 28. April 3, 5, 21, 30. May 19, 28. June 19, 28.
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid....	July 18, 22, 23; Sep <sup>r</sup> 5, 10, 25; Oct <sup>r</sup> 11, 20, 21, 24. Nov <sup>r</sup> 3, 6, 10, 12, 28.
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	1884. Apr <sup>r</sup> 9, 10, 28, 30; June 6 <sup>th</sup> 1885. Built under special survey.
No. <i>74</i> in builder's yard.	5th. After the ship was launched and equipped	Secretary's letters dated 24 <sup>th</sup> August, 19 <sup>th</sup> Sept <sup>r</sup> & 15 Nov <sup>r</sup> 1883 & 14 <sup>th</sup> Feb <sup>r</sup> 1884.
State dates of letters respecting this case		

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 28 ft long & 15 ft 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 open, orawning deck; and the lengths of *25 ft* bridge, *16 1/2 ft* 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

Character assigned

FRIDAY 19 JUNE 1885

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

*This vessel appears to be eligible to be classed 100 A.1 as recommended*

Lloyd's Register Foundation