

No. 2932 Survey held at Oysant Date 7th September 1860  
on the Shew Lusitania Master James Blackie Blair  
Tonnage Old 229 1/2 Built at Oysant When built 1860 Launched 16th August  
By whom built John Watt Owners John Mitchell  
Port belonging to Glasgow Destined Voyage Mediterranean  
If Surveyed while Building, Afloat, or in Dry Dock On the Sacks while Building & Afloat for Glasgow

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.		
	Stided,	In SHIP.	Moulded.	REQUIRED PER RULE.		Stided.	Moulded.	In SHIP.	Moulded.		REQUIRED PER RULE.	Stided.	Moulded.	In SHIP.	Moulded.
Thickness of Plank.															
Scantlings of Timber.					Outside.					Inside.					
					INCHES.					INCHES.					
					In Ship.					Required per Rule.					
TIMBER AND SPACE	21 1/2			21 1/2	Garboard Strakes	2 3/4	2 3/4	Limber Strakes	3 3/8	3 3/4					
Floors	9 1/2	11		8 3/4 8 3/4 4 3/4	Garboard to Bilge	2 3/4	2 3/4	Bilge Planks	3 3/8	3 3/4					
1st Foothooks	9	9 1/2		4 3/4 4 3/4 4	Bilge Planks	3 3/4	2 3/4	Ceiling in Flat	2 3/8	2 3/4					
2nd Ditto	8 1/4	8		4 4 6 1/2	Bilge to Wales	2 3/4	2 3/4	Ditto Bilge to Clamp	2 3/4	2 3/4					
3rd Ditto					Wales	4 1/2	4 1/4	Hold Beam Clamps	4 1/4	3 3/4					
Top Timbers	4	6 1/2	5	6 1/2 6 1/2 5	Topsides	3 3/4	3 1/4	Deck Beam Ditto	3	2 3/8					
Deck { N° 23 Average } Beams { Space }	9	9	6 1/2	8 8 6 1/2	Sheer Strakes	3 3/4	3 1/4	Ceiling 'twixt Decks	2 1/4	2					
Deck Beams, length amidships	21 feet 9 ins				Plank Sheers	2 3/4	2 3/4	Hold Beam Shelves							
Hold { N° Average } Beams { Space }	11	10 1/2	9 1/2	10 1/2 10 1/2 9	Water- { Upper Deck	6	5 3/8	Deck Beam Ditto	10-6x3 3/8						
Hold Beams, length amidships	21 feet 9 ins				Ways { Lower Deck										
Keel	11 1/2	14		10 3/4 10 3/4	Ditto, faying surface against Timbers	3 3/4									
Scarp of Ditto	5 feet			4 1/2 9 11 3/4 11 3/4	Upper Deck	2 3/4	2 3/8								
Keelsons	13	15		4 1/2 9											
Scarp of Ditto	6 feet			4 1/2 9											

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft Scarp of Keel, N° 8 Keelson Bolts through Keel at each Floor Bolts through Heels of Timbers against Deadwood	Copper		Iron		Transoms and throats of Hooks Arms of Hooks Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors Butt End Bolts Pintles of the Rudder	Copper		Iron		Waterway .. Knees .. Shelf or Clamp Waterway .. Knees .. Shelf or Clamp Nails or Bolts in Flat of Deck Treenails ..	Inches required per Rule		Inches required per Rule	
	Inches in Ship.	Inches required per Rule	Inches in Ship.	Inches required per Rule		Inches in Ship.	Inches required per Rule	Inches in Ship.	Inches required per Rule		Inches in Ship.	Inches required per Rule	Inches in Ship.	Inches required per Rule
	1 1/2	1	3/4	3/4		3/4	3/4	3/4	3/4		3/4	3/4	3/4	3/4
	3/4	3/4	3/4	3/4		3/4	3/4	3/4	3/4		3/4	3/4	3/4	3/4
	1	1	1	1		1	1	1	1		1	1	1	1
	3/4	3/4	3/4	3/4		3/4	3/4	3/4	3/4		3/4	3/4	3/4	3/4
	3/4	3/4	3/4	3/4		3/4	3/4	3/4	3/4		3/4	3/4	3/4	3/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of Baltic & British Oak & Spanish Chestnut The First Foothooks of Baltic & British Oak

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than 3 feet 9 ins N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 9 ins

The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 3 of the entire moulding at that place.

The Frame is cross choiced with Butt at each end of the choick.

The Main piece of Rudder is British Oak

The Main Keelson is Pitch Pine and free from all defects.

The Main piece of Windlass is British Oak

The Stem, and Stern Post, consist of British Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak Deadwood, of British Oak and are free from all defects.

The Deck and Hold Beams consist of British Oak The Breasthooks of British Oak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is American Back Plan

From the above named Height to the Light Water Mark Pitch Pine & Baltic Oak

From the Light Water Mark to the Wales Pitch Pine & Baltic Oak

The Wales and Black-strakes are Pitch Pine The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers Pitch Pine & British Oak The Water-ways { Upper Deck Red Pine

The Decks Yellow Pine Lower Deck Red Pine

The Shifts of the Planking are not less than 5 Feet — Inches. State of best condition

N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought with 3 strakes between, and without step-buttling.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Pitch Pine

The Ceiling, Lower Hold, and between Decks Baltic Oak & Pitch Pine Shelf Pieces and Clamps Pitch Pine

**Fastenings.**—To Hold Beams Iron Lodging Nuts, 2 1/2 in. Iron, hanging Nuts, and 2 in. Iron, hanging Nuts

Iron, hanging Nuts, and 2 in. Iron, hanging Nuts

Deck Beams Clamp & bolted to Beam, Iron Lodging Nuts, 2 1/2 in. Iron, hanging Nuts, and 2 in. Iron, hanging Nuts

Number of Breasthooks 2 1/2 in. Pointers One pair abaft Crutches One Iron abaft

Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. and one short 1/2 in.

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of British Oak How Made Single Turned

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Very Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature

Surveyor's Signature

Walter Barton

Lloyd's Register  
Foundation



Her Masts, Yards, &c. are in best 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.
2	Fore Sails,		Chain .....	180 1 1/8	Bower, .....	3	12 cwt
1	Fore Top Sails,		Hempen Stream Cable .....	80 7 1/2			12 "
2	Fore Topmast Stay Sails,		Hawser .....	80 6	Stream, .....	1	5 "
1	Main Sails,		Towlines .....	80 5			
2	Main Top Sails,		Warp .....	80 4	Kedge, .....	1	3 "
and <u>other Sails complete</u>			All of <u>best</u> quality.				

Her Standing and Running Rigging is all sufficient in size and best wire in quality.

She has Long Boat and one Jolly Boat  
The present state of the Windlass is strong Capstan strong Rudder strong Pumps 2 Metal with Copper Chambers

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>29<sup>th</sup> September 1859</u> <u>15<sup>th</sup> February 1860</u> <u>16<sup>th</sup> March</u>
	2nd. When the Beams are put in, &c.	<u>2<sup>nd</sup> July 1859</u> <u>30<sup>th</sup> March 1860</u> <u>18<sup>th</sup> April</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>8<sup>th</sup> June</u> <u>3<sup>rd</sup> July</u> <u>7<sup>th</sup> September 1860.</u>

Proving Certificate for Chains produced.

Request Note for Special Survey No 16. - dated 18<sup>th</sup> February 1860.

This is a strong and faithful built vessel, she is all fully cross checked across the  
First Footbook, the materials used in her construction, and the workmanship very  
good. She is abundantly supplied with Stores.

Present condition of Caulking of Bottom, New Deck, New and Waterways New

If Sheathed, Doubled, Felted, or Coppered 22242345 Yellow Metal over When last done 1860

I am of opinion this Vessel should be Classed G. A. 1.

The Amount of the Fee.....£ 3 : " : " is received by me, Walter Burton

Special .....£ 10 : 7 : "  
Certificate .....£ : : "

Committee's Minute 13<sup>th</sup> September 1860

Character assigned for 9 years