

Spar, or Awning Dk. ~~IRON OR STEEL STEAMER.~~

No. 4588

State if Report is also sent on the Machinery of the Vessel *Yes*
Port of *Middlesbrough* Date of completion of Report *16th May 1906* Received at London Office *MON. 21 MAY 1906*
Survey held at *Middlesbrough* Date, First Survey, *9th May 1905* Last Survey *12th May 1906*
On the *Twin Screw Steamer Lusitania* Rig *Fore & aft Schooner*

TONNAGE under Tonnage Deck *3079.68*
Do. between Tonnage Dk. *1488.26*
3rd Ath. Spar or Dk. *4567.94*
Under Upper Dk. *281.13*
Poop *75.48*
Bridge House *634.03*
Forecasts *5556.57*
Houses on Deck *257.81*
Hatchways *5298.76*
above Crown of Engine Room *1778.10*
ss Tonnage *37.99*
Crew Space
above Crown of Engine Room
NAGE FOR FEES...
Engine Room
Navigation Spaces

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS *100 A1*

FEET.

Half Breadth (moulded) *25.37*
Depth from upper part of keel to top of Main Deck Beams *24.22*
Girth of Half Midship Frame (as per Rule) *45.56*
1st Number *95.15*
Length *418*
2nd Number *39772*
Proportions—Breadths to Length *8.23*
Depths to Length—Main Deck to top of Keel *17.25*

Master *Balthazar de Sousa de Meneses*Year of Appointment *(1) As Master in service of owner of present vessel:—1894
(2) As Master of this vessel:—1906*Built at *Middlesbrough*When built *1906-5 mo* Launched *12th Feb 1906*By whom built *Sir Raylton Dixon & Co. Ltd.*Owners *Empresa Nacional de Navegacao a Vapor*Managers *do.*

(Where necessary to be entered in Reg. Book.)

Residence *Lisbon*Port belonging to *Lisbon*If Surveyed while Building, Afloat, or in Dry Dock *Yes*

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awning Dk. Beams Feet. Inches. Power of Engines Horse. No. of Decks with flat laid 3
as per Rule *418 0* Moulded *50 9* Do. do. Main Deck Beams *28 5 19 11* Engines *752 4 H.P.* No. of Tiers of Beams *3*

Dimensions of Ship per Register, Length *420.6* breadth *51.2* depth *28.45* Spar or Awning Dk. Moulded depth, ft. *22* ins. *8* To Main Dk. Round up of Beam, Main Dk. *13* ins.

FRAMING.

	Inches in Ship.	Inches in Ship.	20ths per Rule.	Inches in Ship.	Inches in Ship.	20ths per Rule.
FRAME, Angles, or L or C Bars, for $\frac{1}{2}$ length amidships	6	3/2	9	6	3/2	9
Do. for $\frac{1}{2}$ at each end	8			8		
Do. in way of Double Bottoms at Solid Floors	3/2		9.8	3/2		9.8
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
EVERSED FRAME, Angles	4	3/2	9	4	3/2	9
DEEP FRAMING, depth of girder	7			7		
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	bell.			20.		
in way of Engines and Boilers			8.11			8.11
thickness at the ends of vessel			8			8
depth at $\frac{1}{2}$ the half bath. as per Rule						
height extended at the Bilges						
FLOORS & BRACKETS, in Cell Double Bottoms	45		8	45		8
Distance apart	24			24		
CENTRE GIRDER, in Double bottom, depth and thickness	57	12.8.5	11.9	57	12.8.5	11.9
Angles, Top	4	4	12.10.9	4	4	12.10.9
Bottom						
SIDE GIRDERS, number and thickness	Two		11.8	Two		11.8
Angles	3/2	3/2	11.9	3/2	3/2	11.9
MARGIN PLATE, depth (exclusive of flange) and thickness	36 1/4		12.10	36		12.10
Angles	4	4	10	4	4	10
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	45	12.8.5	10.8	45	12.8.5	10.8
thickness in Engine and Boiler space	Iron		14.12			14.12
Remainder in Holds			8.7			8.7
BEAMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	10	6	11	10	6	11
Angles on upper edge	9	5 1/2	9	9	5 1/2	9
Average space	48			48		
BEAMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	6 1/2	12	11	6 1/2	12
Angles on upper edge	10	6	12	10	6	12
Average space	9	5 1/2	10	9	5 1/2	10
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	11	6	12	11	6	12
Angles on upper edge	10	6	10	10	6	10
Average space	48			48		
BEAMS, Hold, or Orlop, Plate or Tee Bulb						
Angles on upper edge						
Average space						
BEAMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	8	9	5 1/2	8
Angles on upper edge						
Average space	48			48		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3	10	8	3	10
Angles on upper edge						
Average space	48			48		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	5 1/2	10	9	5 1/2	10
Angles on upper edge	8	5	9	8	5	9
Average space	48			48		
PILLARS, In tween Deck, size and spacing	2 3/4	3 3/4	48	2 3/4	3 3/4	48
Hold	4	4 1/4		4	4 1/4	
Quarter, tween Dks.						
in Hold						
WEB FRAMES, In Fore Body, No. and spacing	Twelve	3 1/4	Twelve	3 1/4		
brdth. & thickness	2.2		9	2.2		9
WEB FRAMES, In After Body, No. and spacing	Five	6 3/4	Five	6 3/4		
brdth. & thickness	30		9	30		9
No. of Side Stringers	See		Profile			
Size of Angles or Tee Bars to Web Frames	4	3 1/2	9	4	3 1/2	9
BRACKET PLATES to Stringers between Web Frames, depth and thickness						

FORGINGS AND CASTINGS.

	Inches in Ship.	Inches per Rule.
KEEL, Bulb or Side Plates, depth and thickness	12 x 1 3/8	12 x 1 3/8
STEM, moulding and thickness	12 x 2 3/8	12 x 2 3/8
STERN-POST for Rudder do. do.	11 x 7 1/2	11 x 7 1/2
for Propeller	As per Plan	
MAIN PIECE of Rudder, diameter at head	10 1/4	10 1/4
do. at heel	7 1/2	7 1/2

RUDDER, how constructed *Forged & built. 2 3/8 Single plate*
Can the Rudder be unshipped afloat? *Yes. Coupled at neck.*

KEELSONS AND STRINGERS.

	Inches in Ship.	Inches in Ship.	20ths per Rule.	Inches in Ship.	Inches in Ship.	20ths per Rule.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
Rider Plate						
Bulb Plate to Intercoastal Keelson						
Horizontal Plates on Floors						
Angles						
SIDE KEELSON, Angles						
Bulb or Plate above floors, for lng.						
Intercoastal Plate, for length						
Attached to outside plating with Angle						
BILGE KEELSON, Angles						
Bulb or Plate above floors, for lng.						
Intercoastal Plate, for length						
Attached to outside plating with Angle						
STRINGER Angles	6	4	12.11	6 1/2	3 1/2	11
Bulb Plate, for length						
Intercoastal Plate, for full length	12		9			9
Attached to outside plating with Angle	3 1/2	3 1/2	8	3 1/2	3 1/2	8
SIDE STRINGER Angles	6	4	12.11	6	4	12.11
Bulb or Intercoastal Plate, for full lng.	17		10	17		10
Attached to outside plating with Angle	3 1/2	3 1/2	9.8	3 1/2	3 1/2	9.8

Spar, or Awning Deck Stringer Plates, breadth and thickness	63.49	16.9	63.49	16.9
Angle on ditto	5.5	4	5.5	11
Tie Plates, fore and aft, outside Hatchways	4.4	9.8	4.4	9.8
Diagonal Tie Plates, No. of pr.				
Deck, * Iron or Steel, for full lng.		9.8		9.8
Wood Deck, Material & thickness	5 x 3		5 x 3	
Main Deck Stringer Plate, breadth & thickness	63.49	11.9	63.49	11.9
Angles on ditto, No. Two	4.4	9.8	4.4	9.8
Tie Plates, outside Hatchways				
Diagonal Tie Plates, No. of pr.				
Deck, * Iron or Steel, for full lng.		8.7		8.7
Wood Deck, Material & thickness	5 x 3		5 x 3	
Lower Deck Stringer Plates, br'dth & thickn's	52.41	9.8	52.41	9.8
Angles on ditto, No. Two	4.4	9.8	4.4	9.8
Tie Plates, outside Hatchways	2 1/4	10.8	2 1/4	10.8
Deck, * Material and thickness	9 x 2 1/2		2 1/2	
Hold, or Orlop Stringer Plate, br'dth & thickn's	42.12	7	42.12	7
Angles on ditto, No.				
Tie Plates, outside Hatchways				
Deck, Material and thickness				
Poop Deck Stringer Plate, breadth & thickness	30	7	30	7
Angles on ditto	3 1/2	3 1/2	3	3
Tie Plates				
Deck, Material and thickness	5 x 2 1/2		3	
Bridge Deck Stringer Plate, br'dth & thickness	77	7	77	7
Angle on ditto	3 1/2	3 1/2	3 1/2	3 1/2
Tie Plates			6	
Deck, Material and thickness	5 x 3		3	
Forecastle Deck Stringer Plate, br'dth & th'kns	30	7	30	7
Angle on ditto	3 1/2	3 1/2	3	3
Tie Plates	16		6	
Deck, Material and thickness	5 x 3		5 x 3	

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

BULKHEADS.

	Number.	Thickness.	Horizontal.	Vertical.	Spacing.	Single or Double Frames.	Height up.
In Vessel.	Per Rule.	Inches.	Inches.	Inches.	Inches.		
W. T. BULKHEADS	1	7.6	8 3/8	10 1/2	30	Single	Span deck
PARTITION	3		ON PEAKS				
LONGITUDINAL							

Are the outside Plates doubled two spaces of Frames in length? *Diamonds*

[illegible]

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *E 21.2.06*
M 1905 Apr 20. June 15. 26. 29. July 4. Aug 15. 16. 17. 31. Sep 27. Nov 8. 21. 1906 Feb 14. Apr 21. 27.

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

Is the riveted work properly closed? *Yes.*

Are the liners between the frames 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 facing surfaces? *Yes.* Do any rivets break into or through the seams or butts of plating? *A few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

General Remarks (State quality of workmanship, &c.) *Good.*

This vessel has been built in accordance with the 10 approved plans forwarded herewith, the Secretary's letters of the above dates & otherwise in general conformity with the requirements of the Society's rules. The decks, tunnel & collision bulkhead have been tested by hose flooding and pressure with satisfactory results. Pumps, 5 H.T. doors & Windlass tested under working conditions and proved efficient. Hand and Steam steering gear is fitted in deckhouse at after end of Poop and controlled from Bridge by telemeter - both gears tested under working conditions with satisfactory results. Deck steps fitted for quadrant. Thruboard marked on vessels sides & verified. The vessel was placed on completion in the Wallsend Slipway dock (Tyne), bottom examined & sighted and bottom recoated. A number of started rivets in the upper row through keel cut out & renewed (These rivets probably started by vessel grounding at fitting out berth). Midship section forwarded to London 17th May 1906. Sister vessel S/S "Africa", Yard No 512, F. & E. Report No 42/16.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 80.92 ft., R.Q.D. or Break — ft., Bridge Dk. 170 ft., F'castle 52.25 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated :- *The Bridge deck forms a promenade
shade deck over Midship deckhouse.*

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 DKS (1 ST⁺-W^S. AND 1 Pt. ST⁺), Spar Deck (ST⁺-TEAKS)
 Official No. ✓; Signal Letters ✓
 How are the surfaces preserved from oxidation? Inside Paint & Cement. Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Cell. D. B.*

Where fitted.	Length. Feet.	Water Capacity. Tons.	Where fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	86	146	Fore peak tank,		
Double bottom, forward,	184	463	After peak tank,		40
Double bottom, under Engines and Boilers,	82	292	Midship deep tank,	44	242
Double bottom, if under Engines only,			Other tanks, if fitted,		
Double bottom, if under Boilers only,			(If necessary, furnish further information by sketch.)		

State whether the above have been tested as required by the Rules. *Yes. Satisfactory*

Order for Special Survey No. <u>691</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>1905 May 9. 9. 22. 24. 26. 30. 31. June 1. 2. 6. 7. 13. 19. 22. 24. 27. 29.</u>
Date <u>17. 6. 05</u>		2nd. On the plating during the process of riveting	<u>July 4. 6. 7. 10. 12. 14. 16. 19. 24. 25. 26. 28. Aug 13. 14. 15. 16. 18. 28. 30. 31.</u>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid	<u>Sept 6. 22. 25. 27. 29. Oct 3. 4. 16. 17. 18. 23. 24. 26. 30. Nov 13. 14. 16. 6. 8. 14. 17. 22. 23. 24. 26. 30.</u>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented ...	<u>Decr 4. 6. 8. 11. 14. 15. 20. 22. 27. 29. 1906 Jan 5. 8. 9. 10. 12. 16. 19. 22. 26. 29. 31.</u>
No. <u>519</u> in builder's yard.		5th. After the ship was launched and equipped	<u>Feb 5. 9. 13. 14. March 12. 14. 21. 23. 26. 27. 30. 31. Apr 2. 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. May 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. June 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. July 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. Aug 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. Sept 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. Oct 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. Nov 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31. Decr 3. 6. 7. 12. 13. 14. 15. 16. 18. 22. 25. 26. 27. 30. 31.</u>
		Total No. of Visits	<u>118</u>

The amount of Entry Fee £ 5: 0: 0
Special Survey Fee ... £ 157: 9: 6
Travelling Expenses, if any £ : :
Fees applied for, 10. 5 1906
Received by me, 11 1906
Certificate to be sent to Middlesbrough Office
I am of opinion this Vessel should be Classed 100 A1, Steel, Spar Deck
With or without Freeboard, as condition of Class
Wm L. Gilman
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 22 MAY 1906
Character assigned 100 T¹ (S¹)
Spar dk

Lloyd's ascp + lmp 5.06

© 202 Lloyd's Found

W1514 - 00092