

Luna Tug – Boston 1930's

Despite her innovative machinery, the Luna was built as a wood-hulled tug with all of the features typical to Boston Tow Boat tugs. Wooden hulls were preferred because they were cheap, relatively long-lived, and had "give" when bumped and crunched by ships and barges. Riveted iron tugs, on the otherhand, could be dented and leak. The welding of steel hulls was also in the early stages in 1930 when the Luna was built and was not preferred by Boston Tow Boat.

- A galvanized iron sheetmetal lifeboat was mounted under davits on the boat deck, on steel gallow frames, over a wood-framed skylight. The base of the davits are on main deck.

As of April 30, 1852 the US Government required all passenger vessels to carry at least one metal lifeboat

Joseph Francis – life-cars

Famous rescue Ayrshire

Metallic Life-Boat Factory at the Novelty Iron Works

Read more: [Joseph Francis Biography \(1801-1893\)](#)

<http://www.madehow.com/inventorbios/40/Joseph-Francis.html#ixzz1PnPi4gvY>

He quitted England for Bombay in **October 1856**, and crossed to Zanzibar in the Elphinstone sloop of war, Speke, who was to be his companion in the expedition, sailing with him. Burton was in the highest spirits. "One of the gladdest moments in human life," he wrote, "is the departing upon a distant journey into unknown lands. Shaking off with one effort the fetters of habit, the leaden weight of routine, the slavery of civilisation,¹⁶⁶ man feels once more happy. The blood flows with the fast circulation of youth, excitement gives a new vigour to the muscles and a sense of sudden freedom adds an inch to the stature." Among the crew was a midshipman, C. R. Low, who became a life-long friend of Burton. Says Mr. Low, "We used to have bouts of single-stick in the pleasant evening sin the poop, and many's the time he has blacked my arms and legs with his weapons. ... Though a dangerous enemy, he was a warm and constant friend."¹⁶⁷ On reaching Zanzibar, Burton, finding the season an unsuitable one for the commencement of his great expedition, resolved to make what he called "a preliminary canter." So he and Speke set out on a cruise northward in a crazy old Arab "beden" with ragged sails and worm-eaten timbers. **They carried with them, however, a galvanised iron life-boat**, "The Louisa," named after Burton's old love, and so felt no fear.

Letter Bean to Treloar written on board SS Spetsai - 11 March 1919

p 3 of letter: "There are still a number of trophies at Anzac which could well be collected; two ships lifeboats on the beach; the barrel of our old 4.7 in gun. I am suggesting that Lieut Hughes be given a party of 100 Egyptian labourers, and a small Australian

staff.and.be authorized to make a quick but comprehensive salvage of the whole area. I don't know that the two life boats at Anzac were boats in which troops originally landed. They were driven ashore, I think, in November. They are two white painted steel ships boats."

The SS DOUGLAS MAWSON (333 tons) was launched from Bawley Point on 11 April 1914 - Her sister ship SS OUR ELSIE - Following a short service in Western Australia the vessel was eventually sold to the Queensland Government in 1918. In 1923, en route from Burketown to Thursday Island, she was overwhelmed by a cyclone in the Gulf of Carpentaria. The SS DOUGLAS MAWSON sank with all hands lost.

Tracey, M, M., 1997. 'The SS Douglas Mawson; A launching and a shipwreck', The Bulletin of the Australian Institute for Maritime Archaeology, Volume 21, No 1 & 2, pp 9-18.

Tracey, M. M. and Lambert Tracey, J., 1999, 'The intrigue of the SS Douglas Mawson', Australian Sea Heritage, Sydney Maritime Museum, Sydney.

Tracey, M, M., 2007. Wooden Ships, Iron men and Stalwart Ladies: The TSS Douglas Mawson Saga, PhD Thesis (un pub), The School of Archaeology and Anthropology, Australian National University, Canberra

Miller built a fleet of lighters that were used to transport blue metal, sand and coal around Sydney Harbour. This introduction into coal transport opened a prospect for him to enter the larger coal shipping transport. During 1917 Miller purchased a vessel, the *Audrey D* in the name of his wife, Annie May Miller. The ship was used to carry coal from Newcastle to Sydney. This was a tremendous success and in mid-1918 R.W. Miller acquired a second vessel, the *Douglas Mawson*. This was sold the next year and in August 1919 the *Meeinderry* was purchased from Huddart-Parker Shipping Company. A fourth ship, the *Herga* was purchased in early 1921.

The Southern Cross 13 October 1875

The *City of Sydney* will be the first boat to leave New York for the colonies to take up the new mail service. She was built by John Roach and Sons, Chester Pa. She is of the very best iron and her length on the 12ft. water-line is 330ft; overall 352ft; beam 40ft; depth from the base line to the spar deck, 30ft. 5 in; depth of hold from the top floors to the main deck, 21ft. Her capacity is 3,500 tons Government measurement. She will be barque-rigged, and will spread 17,000 square feet of canvas. She is fitted with, and will carry, 10 metallic life-boats and 10 life-rafts, they will be capable (in fact, are certified) to carry 500 people. The machinery consists of two compound engines, and separate pumping engines. the high-pressure cylinder is 51in in diameter, with a 5ft stroke; the low-pressure cylinder measures 38in. with the same stroke as the high-pressure. the boilers are 6 in number 13ft in diameter, by 10ft. 6 in long, with 3 furnaces in each. The maximum performance of the engine will be 65 to 70 revolutions, with a guaranteed speed in good weather of 15 to 16 knots per hour. The aggregate power of the pumps to free the ship is 100,000 gallons, or 357 tons, per minute. In addition to the bilge apparatus there are 3 No. 8 patent donkey pumps, 2 of which are

especially devoted to extinguishing fire, with 15 different line of hose. the propeller is of the Hirsch patent, and is 20ft in diameter, with a plunge of 25ft. The shaft is 133ft long, 17 in. in diameter, and is of wrought iron. The hull has been built under the special survey of the *Bucea Verlas*. There are 7 bulkheads, which divide the ship into 8 water-tight compartments. The forecastle is of iron and extends 50ft aft. The hurricane deck is of wood, forward of the machinery and boilers. The berthing accommodation on this deck is for 40 passengers. in the main saloon for the first-class passengers, there is a splendid piano, library, and excellent paintings. The accommodation for the passengers is the extent of 107, making a total of 1147; this is exclusive of a ladies' cabin, and a ladies' boudoir, capable of berthing 80 ladies.

SHIPS PLANS

Plans set

Lane Lifeboat & Davit Corp.

1941-05-05

1 sheet of plans for 16 ft. metal lifeboat, UNIDENTIFIED, designed by Lane Lifeboat & Davit Corp. Date on plan is 05-05-1941.

SP.1980.1.35.114

Viewing record 1 of 1

<http://mobius.mysticseaport.org/detail.php?t=objects&type=browse&f=maker&s=Lane+Lifeboat+%26+Davit+Corp.&record=0>

MIT Museum

MW_109 20' Metallic Lifeboat

Hart Nautical

plan

Morris M. Whitaker

Whitaker -

20 1/4" x 30 1/4"

<http://webmuseum.mit.edu/detail.php?t=objects&type=browse&f=category1&s=Hart+Nautical&record=31>

