

IRON SHIPS.

No. 2242 Survey held at Glasgow Date 8th October 1884
 on the Ship "Lucerne" Master R. J. Neil
 Tonnage Gross 608.36 Engine Room — Register — Built at Glasgow
 When Built 1864 Launched 6th Sept. 1864 By whom built W. Stephen & Sons
 Owners Messrs 2 Co Port belonging to London Destined Voyage Calparaiso
 If Surveyed Afloat or in Dry Dock whilst building and afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	
Length aloft	19	5	Extreme Breadth	28	35	Depth from top of Upper Deck	18	4	Beam to top of Floor	18	4	Power of Engines	—	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ships.			Inches required per Rule.			Inches in Ships.			Inches required per Rule.			16ths required per Rule.	
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	9	4	3	7	10	10	10	10	10	10	10	10
depth and thickness of Floor Plate at mid line	20	10	19	10	10	10	10	10	10	10	10	10	10	10
depth and thickness of Floor Plate at Bilge Keelson	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	3	10	3	2	4	10	10	10	10	10	10	10	10
Frames, Size of Angle Iron, single or double	4	3	9	4	3	7	10	10	10	10	10	10	10	10
Reversed Iron, if to every frame	1	1	10	1	1	10	10	10	10	10	10	10	10	10
Beams, Deck (No. of double Angle Iron, Plate, or Bulb Iron)	1	1	10	1	1	10	10	10	10	10	10	10	10	10
double or single Angle Iron on edge	3	2	10	2	2	10	10	10	10	10	10	10	10	10
average space between	3	6	3	6	3	6	3	6	3	6	3	6	3	6
if wood (No. sided & moulded)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hold, or Lower Deck (No. of double Angle Iron, Plate, or Bulb Iron)	1	1	10	1	1	10	10	10	10	10	10	10	10	10
double or single Angle Iron on upper edge	3	2	10	2	2	10	10	10	10	10	10	10	10	10
average space between	3	6	3	6	3	6	3	6	3	6	3	6	3	6
if wood (No. sided & moulded)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paddle, wood, sided and moulded, or if Iron, size of Plate	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Engine	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Keelson, single plate, box, or intercostal	1	1	10	1	1	10	10	10	10	10	10	10	10	10
Size of Plates	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Size of Angle Irons	1	1	10	1	1	10	10	10	10	10	10	10	10	10
Ditto Bilge (No. of)	1	1	10	1	1	10	10	10	10	10	10	10	10	10
Transoms, material	Iron Plate, or if none, in what manner compensated for.													
Knight-heads, and Hawse Timbers	British Oak													
The Frames or Ribs extend in one length from	middle line to gunwale rivetted through plates with (1/2 in.) rivets, about (6 in.) apart.													
The reverse angle irons on the floors extend in one length across the middle line from	upper part of Bilge to Ditto													
on the frames	from middle line to gunwale													
Keelson, how are the various lengths of plates or angle irons connected?	by lining pieces													
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets	1/2 in. diameter averaging 1/2 in. from centre to centre of rivet.													
Edges from Garboards to upper part of bilge, worked	carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (1/2 in.) diameter, averaging (3/4 in.) from centre to centre of rivets.													
Butts from Keel to turn of bilge, worked carvel with a lining piece	1/2 in. thick, double or single rivetted; rivets (1/2 in.) diameter, averaging (3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No													
Edges from bilge to sheerstrake, worked	carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (1/2 in.) diameter, averaging (3/4 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No													
Edge of Sheerstrake, double or single rivetted?	Double													
Butts from bilge to planksheers, worked carvel with a lining piece	1/2 in. thick, double or single rivetted; rivets (1/2 in.) diameter averaging (3/4 in.) from centre to centre of rivets. Breadth of laps in double rivetting (1/2 in.) Breadth of laps in single rivetting (1/2 in.)													
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	Double													
Planksheer, how secured to the plating of the sides	Explain by sketch													
Waterway	if necessary, Iron Bulwarks													
Deck Beams, how secured to the side?	Welded knees rivetted to beams													
Hold or Lower Deck	Ditto													
Paddle	Ditto													
No. of breasthooks	Four crutches Four how are pointers compensated? all stringers run straight													
What description of iron is used for the angle iron and plate iron in the vessel?	Glasgow Boiler Builder's Signature													

Builder's Signature

W. Stephen & Sons

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Lloyd's Register

IRON 437A 0264

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivet edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? *Yes*
 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*
 Do the fillings between the ribs and plates fill in solid with single pieces, ~~or are they in short lengths of various thicknesses?~~ *Yes*
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *a few in corners of Butts*

Her Masts, Yards, &c., are in *good* condition, and sufficient in size and length.

She has **SAILS.**

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.	N ^o .	Weight.
1	Double	Fore Sails,	Chain	1 1/2	22	23.10
2	Suit	Fore Top Sails,	Hempen Stream Cable	90	23	23.05
3	f	Fore Topmast Stay Sails,	Hawser	60	24	22.20
4	Sails	Main Sails,	Towlines	90	1	7.10
5		Main Top Sails,	Warp	90	2	3.3
6			All of <i>Good</i> quality.	90	1	3.6

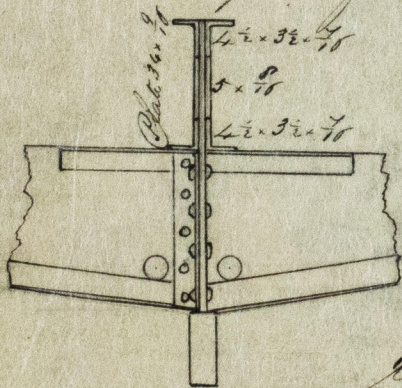
Her Standing and Running Rigging *Good* sufficient in size and *good* in quality.

She has *two life boats* Long Boat *26 feet* and *22 feet* *Prinace*
 The present state of the Windlass is *new* Capstan *new* and Rudder *new* Pumps *new and efficient*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.
 1st. On the several parts of the frame, when in place, and before the plating was wrought *Built under Special*
 2nd. On the plating during the progress of rivetting *Survey and seen on the following dates*
 3rd. When the beams were in and fastened, and before the decks were laid *May 9. 13. 16. 23. 27 June 3. 4. 13. 20. 22*
 4th. When the ship was complete, and before the plating was finally coated *27. 30 July 5. 13. 23 27 Aug 5. 9. 13. 16.*
 5th. After the ship was launched *10. 23. 29 Sept. 14 Oct 8. 16*

Fitted with Diagonal tie Plates on both sides of Beams 11 & 12, Butts Straps to Shearstrake and Gunwale Plate are double riveted. Gun Bulwarks to Gun supported by Stays bolted to Fore Waterway. Fitted with a Turkey Forecastle, Raised Quarter Deck and a House in midships for part of the crew. Fore and main masts of Gun 90 to 95 Plate, double riveted overlap edges. Butts double carvel riveted



The Bower Anchors are equal to the weights required by Table 22 dated 4th June 1863, but are not tested to the required strain, viz 25 tons; by Table 22. 23rd June 1864 The Anchors are light but over tested, under these circumstances I beg to leave the assiduum of the figure to the Com^{rs} consideration

In what manner are the surfaces preserved from oxidation? *Flat of Bottom with Portland Cement, remainder with Red Lead and Patent Paint.*

I am of opinion this Vessel should be classed *A*.

The amount of the Fee£ 5 : : : is received by me,

Oct 1864 Special£ 30 : 8 : :

Certificate (if required)£ *Wanted*

Committee's Minute *11th October 1864*

Character assigned *A* (A.C.E.) (C.E.)

See Com Com Min 27/10/64

This Iron Sailing Ship appears to be 72.10 in my Report to Committee dated August 1864. Ships over built in Glasgow district. I am of opinion she is eligible for A and she should be recommended as recommended above Oct 18/64

Proton and Patent