

IRON SHIPS.

No. 1840 Survey held at Middlesbro' Date 19th May 1858
 on the Screw Schooner "Dr. Brus" Master George Smith
 Tonnage Gross 262 Engine Room 83 Register 177 Built at Middlesbro'
 When Built 1838 By whom built Rake & Timber & Co Owners Rake & Timber & Co
 Port belonging to Middlesbro' Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock While building

Between perpendiculars	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 No.
Length aloft	148		20			11		8				40	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship	Inches required per Rule											
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	Inches in Ship	Inches required per Rule											
depth and thickness of Floor Plate at mid line													
depth and thickness of Floor Plate at Bilge Keelson													
Size of Reversed Angle Iron, and No. at top of Floor Plate													
Frames, Size of Angle Iron, single or double													
Reversed Iron, to every frame													
Beams, Deck (No. 49) double Angle Iron or Bulb Iron with double Angle Iron on top													
depth & thickness of plate amidships													
double or single Angle Iron, on lower edge													
average space between													
if wood (No.) sided & moulded													
Hold, or Lower Deck (No.) double Angle Iron or Bulb Iron with double Angle Iron on top													
depth & thickness of plate amidships													
double or single Angle Iron, on lower edge													
average space between													
if wood (No.) sided & moulded													
Paddle, wood, sided and moulded or if Iron, size of Plate													
Engine													
Keelson, wood sided & moulded, iron, size of plate, if Box, give sketch & dimensions													
Side or Bilge													
Number													

Transoms, material or, if none, in what manner compensated for
 Knight-heads Keel Bulkheads, No. Four Thickness of plates 1/2
 Hawse Timbers Keel are they free from defects? Yes how secured to the sides of the ship Keel to frame angle iron supported with brackets
 The Frames or Ribs extend in one length from Keel to gunwale rivetted through plates with (5/8 in.) rivets, about (5 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from bilge to bilge
 " " " on the frames " " " from bilge to gunwale alternately
 Keelson, how are the various lengths of plates or angle irons connected? With butt straps and the angle iron bridges shifted and rivetted
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (5/8 ins.) diameter averaging (2 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 (5/8 in.) diameter, averaging (2 ins.) 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 (5/8 in.) diameter, averaging (2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (5/8 in.) diameter, averaging (2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 Butts from bilge to planksheers, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (5/8 in.) diameter averaging (2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (3/8) Breadth of laps in single rivetting (1/2)
 Planksheer, how secured to the plating of the sides Explain by sketch, Both drawn from the outside through the sheathings and clenched also secured
 Waterway " " planksheer and to the Beams if necessary. bolts drawn from above and set up with nuts on stringer plate
 Side trussing breadth and thickness of plates how secured?
 Deck trussing " " "
 Deck Beams, how secured to the side? With brackets rivetted to the frames &c
 Hold or Lower Deck "
 Paddle "
 No. of breasthooks Four crutches Yes how are pointers compensated? By transoms of clamps & stringer plates
 What description of iron is used for the angle iron and plate iron in the vessel? Angle iron from Consell's Builder's Signature Rake & Timber & Co

1642900

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 rivetted 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? No

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
She has SAILS.

The Complete and

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

CABLES, &c.

Chain
~~Hemp~~ Stream Cable
Hawser
Towlines
Warp
All of good quality.

Fathoms. Inches.

150 1
30 3/4
75 6
75 4
50 3

ANCHORS, and their weights.

	N ^o .	Weight.
Bower,	2	10. 0 1/2 9. 3 1/2
Stream,	1	3. 2 1/2
Kedge,	1	1. 2

Her Standing and Running Rigging is new sufficient in size and good in quality.
She has one Long Boat and one ~~other~~
The present state of the Windlass is good Capstan new and Rudder good Pumps good

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
2nd. On the plating during the progress of rivetting
3rd. When the beams were in and fastened, and before the decks were laid
4th. When the ship was complete, and before the plating was finally coated
5th. After the ship was launched
} Special Survey No 88

In what manner are the surfaces preserved from oxidation? With three Coats red paint

We are of opinion this Vessel should be classed GA 1

The amount of the Fee£ 3 : - : is received by me,
Special£ 13 : 1 : -

Certificate (if required)£ : :

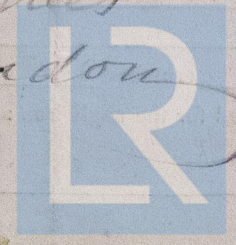
Committee's Minute 21st May 1858

Character assigned 1 for 9 Year

Jm Davidson
J P Gladstone

I concur in the above given statement

26 May 58



Lloyd's Register Foundation