

# IRON SHIPS.

No. 254 Survey held at Glasgow Date 14<sup>th</sup> November 1897  
in the Ship "The Bruce" Master T. S. Corbett  
Tonnage under tonnage deck 1114. 0 Built at Glasgow When built 1888 Launched 9<sup>th</sup> Oct. 88  
Ditto of poop or spar deck 77. 58 By whom built Aitken & Mansell Owners W & R. Wright  
Ditto of round houses 7. 82  
Ditto of engine room  
Total Register tonnage 1199. 0 Port belonging to Liverpool Destined Voyage Bombay  
Gross tonnage  
Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

Length aloft 224.2 Feet. 12 Inches. Extreme Breadth 35.0 Feet. 0 Inches. Depth from top of Upper Deck Beam to top of Floor 22.5 Feet. 5 Inches. Power of Engines 2 Horse. N<sup>o</sup>. of Decks Two

(Dimensions of Ship per Register, length 224.2 breadth 35.0 depth 22.5)

	Inches in Ship.	Inches required per Rule.	Inches. In Ship.	16ths. In Ship.	16ths. required per Rule.
Keel, if bar iron, depth and thickness.....	<u>9 x 3</u>	<u>8 1/2 x 3</u>			
„ if plate iron, breadth and thickness ....	<u>9 x 3</u>	<u>8 1/2 x 3</u>			
Stem, if bar iron, moulding and thickness ....	<u>10 x 3</u>	<u>8 1/2 x 3</u>			
„ if plate iron, breadth and thickness ....	<u>9 x 3</u>	<u>8 1/2 x 3</u>			
Stern-post, if bar iron, moulding and thickness	<u>9 x 3</u>	<u>8 1/2 x 3</u>			
„ „ if plate iron, breadth and thickness	<u>9 x 3</u>	<u>8 1/2 x 3</u>			
Distance of Frames from moulding edge to moulding edge, all fore and aft .....	<u>21</u>	<u>21</u>			
Frames, Size of Angle Iron, single <u>or</u> double..	<u>5 x 3</u>	<u>9 x 3</u>			
Reversed Iron, <u>if</u> to every frame	<u>to the upper part of</u>	<u>to the upper part of</u>			
<u>if</u> to every <u>other</u> frame.....	<u>to the upper part of</u>	<u>to the upper part of</u>			
Floors, depth and thickness of Floor Plate at mid line .....	<u>2 3/4</u>	<u>10 1/2</u>			
„ Ditto ditto at Bilge Keelson	<u>11</u>	<u>10</u>			
„ Size of Reversed Angle Iron, and No. <u>1</u> <u>2</u> at top of Floor Plate	<u>3 1/2</u>	<u>3</u>	<u>8</u>	<u>3 1/2</u>	<u>8</u>
Beams, Deck (N <sup>o</sup> . „ ) double Angle Iron, Plate, Tee, or Bulb Iron .....	<u>9</u>	<u>9</u>	<u>8 1/2</u>	<u>9</u>	<u>8</u>
„ „ double <u>or</u> single Angle Iron, on <u>upper</u> edge.....	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>3 1/2</u>	<u>7</u>
„ „ average space between .....	<u>3 feet</u>	<u>0 in</u>	<u>3 feet</u>	<u>0</u>	<u>0</u>
„ Hold, or Lower Deck (N <sup>o</sup> . „ ) double Angle, Tee, Plate, or Bulb Iron	<u>9</u>	<u>9</u>	<u>8 1/2</u>	<u>9</u>	<u>8</u>
„ „ double <u>or</u> single Angle Iron on <u>upper</u> edge.....	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>3 1/2</u>	<u>7</u>
„ „ average space between .....	<u>3 feet</u>	<u>0 in</u>	<u>3 feet</u>	<u>0</u>	<u>0</u>
„ Paddle, sided and moulded, thick- ness of Plate <u>size</u> of Angle Iron	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
„ Engine „ „ „ „	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Keelson, single <u>or</u> double plate, <u>box</u> , <u>or</u> <u>intercostal</u>	<u>17</u>	<u>13</u>	<u>10</u>	<u>13</u>	<u>10</u>
„ Size of Plates .....	<u>17</u>	<u>13</u>	<u>10</u>	<u>13</u>	<u>10</u>
„ Size of Angle Irons .....	<u>5</u>	<u>4 1/2</u>	<u>9</u>	<u>5</u>	<u>4 1/2</u>
„ Side, single <u>or</u> <u>double</u> , plate, <u>box</u> , <u>or</u> <u>intercostal</u>	<u>20</u>	<u>10</u>	<u>10</u>	<u>20</u>	<u>10</u>
„ Bilge (No. <u>two</u> <u>Gunwale</u> at each Bilge) single, <u>or</u> double, plate, <u>or</u> <u>box</u> .....	<u>5</u>	<u>4 1/2</u>	<u>9</u>	<u>5</u>	<u>4 1/2</u>
Transoms, material <u>wood</u> <u>Planks</u> , or, if none, in what manner compensated for.					
Knight-heads, and Hawse Timbers <u>wood</u> <u>Planks</u>					
The Frames extend in one length from <u>middle line</u> to <u>Gunwale</u> rivetted through plates with ( <u>7/8</u> in.) rivets, about ( <u>5</u> ) apart.					
The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of Hold Beams</u> to <u>Stem</u> .					
„ „ „ on the frames „ „ „ from <u>middle line</u> to <u>Gunwale</u>					
Keelson, how are the various lengths of plates or angle irons connected? <u>by lining pieces</u>					
Plates, Garboard, double <u>or</u> rivetted to keel, double <u>or</u> at upper edge, with rivets ( <u>1 1/2</u> in.) diameter, averaging ( <u>3 1/2</u> in.) apart.					
„ Edges from Garboards to upper part of bilge, worked clencher, double <u>or</u> single rivetted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3</u> in.) apart.					
„ Butts from Keel to turn of bilge, worked carvel with butt straps ( <u>1 1/2</u> x <u>1 1/2</u> ) thick, double <u>or</u> single rivetted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3</u> in.) apart.					
Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>					
„ Edges from bilge to sheerstrake, worked <u>carvel</u> with a lining piece ( ) thick, <u>or</u> clencher, double <u>or</u> single rivetted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3</u> in.) apart.					
Do the butt straps lap over and rivet through the lands of the strake below? <u>No</u>					
„ Edges of Sheerstrake, double <u>or</u> single rivetted? At upper edge <u>Single</u> At lower edge <u>Double</u>					
„ Butts from bilge to planksheers, worked carvel with butt straps ( <u>1 1/2</u> x <u>1 1/2</u> ) thick, double <u>or</u> single rivetted; with rivets ( <u>7/8</u> in.) diameter, averaging ( <u>3</u> in.) apart. Breadth of laps in double rivetting ( <u>5 1/2</u> ) Breadth of laps in single rivetting ( <u>5</u> )					
„ Straps of Keelsons, Stringer and Tie Plates, double <u>or</u> single rivetted? <u>Double</u>					
„ Planksheer, how secured to the plating of the sides { Explain by sketch } <u>how Bulwarks</u>					
„ Waterway „ „ planksheer and to the Beams { if necessary. } <u>Gunwale Waterway</u>					
„ Deck Beams, how secured to the side? <u>Welded knees rivetted to Beams</u>					
„ Upper or Lower Deck ditto <u>Do</u>					

No. of breasthooks five crutches five

What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.?

Manufacturer's name or trade mark

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

der's Signature Arthur T. Manse

Surveyor's Signature

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Darling's Regis  
Foundation

0610-047108



**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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, butt straps, 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 plates*

Her Masts, Bowsprit, Yards, &c., are in *Good* condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c. <i>Tested by the H. R. Board Staffordshire</i>			ANCHORS, and their weights. <i>Tested by the H. R. Board Staffordshire</i>		
No.		Fathoms.	Inches.	Tested to Tons.	No.	Weight. Ex. Stock	Tested to Tons.
<i>a</i>	Fore Sails,	<i>Chain</i> ..... <i>24</i>	<i>100</i>	<i>300</i>	<i>1 1/4</i>	<i>55 1/2</i>	
<i>double</i>	Fore Top Sails,	Hempen Stream Cable .....	<i>90</i>	<i>11</i>			
<i>single</i>	Fore Topmast Stay Sails,	Hawser <i>Chain</i> .....	<i>90</i>	<i>15</i>			
<i>4</i>	Main Sails,	Towlines .....	<i>90</i>	<i>8 1/2</i>			
<i>5</i>	Main Top Sails,	Warp .....	<i>90</i>	<i>5 1/2</i>			
<i>and</i>		All of <i>Good</i> quality.	<i>90</i>	<i>4</i>			

Her Standing and Running Rigging *Galv? Wire? Hemp* sufficient in size and *Good* in quality.

She has *two 20 ft Cutters* Long Boat and *20 ft Life Boat* and a *24 ft Gig*

The present state of the Windlass is *New* Capstan *New* and Rudder *New* Pumps *New and efficient*

Order for Special Survey DATES of  
No. *443* Surveys held  
Date *March 21/66* while building

Order for Ordinary Survey as per  
No. *—* Section 18.  
Date *—*

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 *Butt under Special Survey*

3rd. When the beams were in and fastened, and before the decks were laid *from 14th Feb.*

4th. When the ship was complete, and before the plating was finally coated *till 14th March 66*

5th. After the ship was launched

State if she has a Spar Deck *No* Poop *Yes* or Forecastle *Yes*

## General Remarks,

*Fore. main & Mizzen Masts of three plates 7/8 and 7/8 thick. Butts tuble Chain riveted, lands double zig zag riveted. Bowsprit formed of three plates 7/8 thick riveted same as masts*

*Fore. main and Mizzen Topmasts of three plates 7/8 and 7/8 thick lands double and butts tuble carvel riveted*

*Fore. main and Cross Jack Yards of two plates 7/8 and 7/8 thick lands single clewches and Butts tuble carvel riveted*

*Upper and lower Topsail Yards of two plates 7/8 and 7/8 thick riveted same as main Yards*

In what manner are the surfaces preserved from oxidation? Inside *Flat of Bottom with Portland Cement*

Ditto ditto Outside *Red Lead and Oil Paints*

I am of opinion this Vessel should be Classed *A*

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

*No 18* Special ..... £ *60* : : :

Certificate (if required) ..... £ *10* : : :

Committee's Minute *20th November 1866*

Character assigned *A*

*A. Darling*

*This Sailing Ship built of*

*appears eligible for Classification*

*as recommended above*

*M.D.*

*Lloyd's Register*

*Foundation*

*26 Feb 4/83*