

IRON OR STEEL SHIP.

(Received at London Office)

79
2 JUNE 1890

No. 79 Survey held at Middleborough Date, First Survey Oct 7th 1889 Last Survey May 28th 1890
On the Steel Screw Steamer **RUSKIN** Rig Schooner 2 Masts. Master Kent.

NAGE under Tonnage Deck 1766-16
between Tonnage Dk. 399-88
Deck, 1st Spar or Wing Dk.
Under Upper Dk. 67-08
Poop 115-15
Raised Qr. 8-69
on Deck 22-94
Bridge House 11-99
Houses on Deck 2391-89
excess of Hatchways 58-55
Tonnage 74-15
of Space 15-60
Engine Room 765-40
Tonnage 1552-34
on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 19-91 Feet.
Depth from upper part of Keel to top of Upper Deck Beams 22-16
Girth of Half Midship Frame (as per Rule) 37-87
1st Number 79-94
1st Number, if a 3-Decked Vessel .. deduct 7 feet
Length 295-33
2nd Number 23608
Proportions— Breadths to Length.. 7-41
Depths to Length— Upper Deck to Keel.. 13-32
Main Deck ditto

Year of appointment 1889-90 (1) As master in service of owner of present vessel:—18
(2) As master of this vessel:—18
Built at Middleborough
When built 1889-90 Launched Feb 27th 90
By whom built Raylton Dixon & Co.
Owners A. Holland & Co.
Managers
(If desired to be entered in Reg. Book.)
Residence London
Port belonging to London
Destined Voyage River Plate.
 Surveyed while Building, Afloat, in Dry Dock.

Length of Ship per Register, length, 297-5 breadth, 40-1 depth, 18-75
Moulded depth 21-4
Power of Engines 225 Horse. No. of Decks with flat laid 1
No. of Tiers of Beams 14

PLATES	Inches in Ship	Inches per Rule										
Flat Keel Plates, breadth and thickness	36	16	36	16	36	16	36	16	36	16	36	16
PLATES in Garboard Strakes, br'dth & thickness	36	12	36	12	36	12	36	12	36	12	36	12
From Garboard to lower part of Bilges	10	10	10	10	10	10	10	10	10	10	10	10
Of d'bling at Bilge, or increased thickness, and length applied	2	2	2	2	2	2	2	2	2	2	2	2
From up. prt of Bilge to lr. edge of Sh'rstrake	11	11	11	11	11	11	11	11	11	11	11	11
Main Sheerstrake, breadth and thickness	42	15	42	15	42	15	42	15	42	15	42	15
Of d'bling at Sh'stk & lng. applied	11	11	11	11	11	11	11	11	11	11	11	11
From M'n. to Upper Spar Dk. Sh'rstrake	9	9	9	9	9	9	9	9	9	9	9	9
Upper Spar Dk Sh'rstrake, br'dth & thckn'ss	10	10	10	10	10	10	10	10	10	10	10	10
Butt Straps to outside plating, breadth & thickness	19-9/4	19-9	19-9/4	19-9	19-9/4	19-9	19-9/4	19-9	19-9/4	19-9	19-9/4	19-9
Lengths of Plating	7	7	7	7	7	7	7	7	7	7	7	7
Shifts of Plating, and Stringers	as per rule											
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	40	10	40	10	40	10	40	10	40	10	40	10
Angle Iron on ditto	3x3	8	4x4	9	3x3	8	4x4	9	3x3	8	4x4	9
Tie Plates fore and aft, outside Hatchways	56	56	56	56	56	56	56	56	56	56	56	56
Diagonal Tie Plates on Beams No. of Pairs	7	7	7	7	7	7	7	7	7	7	7	7
Flat of Upper Spar, or Awning Dk.	7	7	7	7	7	7	7	7	7	7	7	7
How fastened to Beams	rivetted											
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	42	11	42	11	42	11	42	11	42	11	42	11
Is the Stringer Plate attached to the outside plating?	Yes											
Angles Iron on ditto, No. 2	4x4	9										
Tie Plates, outside Hatchways	4x4	9										
Diagonal Tie Plates on Beams, No. of pairs	7	7	7	7	7	7	7	7	7	7	7	7
Flat of Middle Deck* do. do.	7	7	7	7	7	7	7	7	7	7	7	7
How fastened to Beams	rivetted											
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams under R.R.D.	39	9	39	9	39	9	39	9	39	9	39	9
Is the Stringer Plate attached to the outside plating?	Yes											
Angles Iron on ditto, No. 2	4x4	9										
Stringer or Tie Plates, outside Hatchways	4x4	9										
Flat of Lower Deck	7	7	7	7	7	7	7	7	7	7	7	7
Ceiling betwixt Decks, thickness and material	2 1/2 pine											
in hold do. do.	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Main piece of Rudder, diameter at head	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4	7 3/4
do. at heel	5 7/4	3 3/4	5 7/4	3 3/4	5 7/4	3 3/4	5 7/4	3 3/4	5 7/4	3 3/4	5 7/4	3 3/4
Can the Rudder be unshipped afloat?	Yes											
Bulkheads No. 5 No. per Rule 5	5	5	5	5	5	5	5	5	5	5	5	5
Thickness of	7/2 to 6/20											
Height up	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to	0' 4 1/2 to Main + 2' 0 to
How secured to sides of ship	double frames											
Size of Vertical Angle Irons	5 1/2 x 3 1/2											
and distance apart	30 ins.											
Are the outside Plates doubled two spaces of Frames in length?	Yes											
Riveted through plates with	7/8 in. Rivets, about 6 1/2 apart.											
FRAMES extend in one length from	bilge to bilge to top height											
REVERSED ANGLE IRONS on floors and frames extend	across middle line to bilges											
Are the various lengths of Plates and Angle Irons properly connected?	Yes											

PLATING. Garboard double riveted to Keel with rivets in diameter, averaging ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of all Strakes at Bilge for 5' length, treble riveted with Butt Straps 3/20 thicker than the plates they connect. unless lapped
Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting 6 diam. Breadth of laps of plating in single riveting
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted No. of Breasthooks, 3 Crutches, deep floor
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin
Manufacturer's name or trade mark, Robt. & Co. Bolton V. Co. Moor St. C. Droman & Co.
The above is a correct description.
Builder's Signature, Raylton Dixon Surveyor's Signature, A. M. Williams
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*
 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*
 Are the fillings between the ribs 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 faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few*

Masts, Bowsprit, Yards, &c., are *Iron & Pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give 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 riveting, quality of Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit

*Fore Mast 78'0" x 23" diam } Built in 2 plates in the round, seam side, butts 3ble
 Main " 71'0" x 19" } wetted, doubled at heels & partners. Plates tested
 Plate 1/8*

Number for Equip- ment	CABLES, &c.			Test per Certificate. Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.	
	Letter for do.	Number of Certificate.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Weight. Ex. Stock.				
26559	S	8126	270	1 7/8	59 1/2	270.1 7/8	Riv. Near Com	27678	41.0.14	36.11.2.7	32 cast	Netheron
		<i>W. Hartshorn</i>	<i>1 C. Makers</i>				<i>J. Hartness</i>	26809	39.1.2	35.7.0.21		<i>J. Eden's Supt.</i>
		<i>Calip Conect</i>					<i>Supt</i>	27490	34.0.18	31.16.1.0		
		<i>Iron Stream Chain</i>	75	1 1/8	22 3/4	75.1 1/8	<i>do.</i>	<i>Hartshorn</i>	<i>Stockless</i>	<i>Stab. H'd Coll.</i>	91.1.0	<i>Supt. re Test Certif.</i>
		<i>Stay Sails</i>						<i>Hartshorn</i>	<i>1 C. Makers</i>	25%	22.3.7	<i>produced</i>
		<i>Main Sails</i>	<i>Hampson</i>	90	4	33	90.4	<i>Collective Weights</i>			114.2.6	114.0.7
		<i>Main Top Sails</i>	<i>TOWLINE</i>	90	3	18	90.9 1/2	Stream	10.2.21	12.13.0.14	10.2.0	<i>Riv. Near Com.</i>
		<i>and quality</i>	<i>Hampson Steel Wire</i>	2	90	2 1/4	9 1/2	Kedge	5.2.7	7.18.1.21	5.1.0	<i>J. Hartness Supt</i>
		<i>Warp</i>		2	90	5 1/2	<i>manila</i>	2nd Kedge	2.3.0	5.5.0.0	2.2.0	<i>Hartshorn 1/8</i>

Standing and Running Rigging *Misc & hemp* sufficient in size and *good* in quality. She has *2* Life Boats and *2* others
 The Windlass is *Iron Steam* Capstan and Rudder *Iron* Pumps *good*

Engine Room Skylights.—How constructed? *Plate coming* How secured in ordinary weather? *all*
 What arrangements for deadlights in bad weather? *all*

Coal Bunker Openings.—How constructed? *Plate coming* How are lids secured? *Plate & battens* Height above deck? *57" 110"*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Open rails forward. Aft 4 ports each side 36" x 15" + 4 scuppers.*

Cargo Hatchways.—How formed? *plate coming* No 1 26" x 27" No 2 30" x 30" Hatches, If strong and efficient? *3 solid pine*
 State size *No Hatch 17' 11" x 14' 0" No 2 25' 10" x 14' 0" No 3 23' 11" x 14' 0"*

If of extraordinary size, state how framed and secured... *No 1, 1 web beam 3 fore topes. No 2, 3 ft 2 web beams 3 post tops*

Order for Special Survey No. *1399* Date *Sept 24th 89*
 Order for Ordinary Survey No. *314* Date *✓*
 No. *314* in builder's yard.
 State dates of letters respecting this case *Sept 5th 89 Jan 7th 9th 1890 M*

General Remarks (State quality of workmanship, &c.) *Built under Special Survey in accordance with the approved plans, and the rules for steel vessels. Workmanship material good. Steel tested as per rule.*

The freeboard has been marked on the vessel's side in accordance with the Secy's ltr of May 8th as follows. To W of Iron Part awning deck, summer 8' 10 1/2" winter 9' 2" allowance for fresh water 4 1/2 in. The freeboard to be recorded in the Register Book, and entered on the Certificate of Class.

For Owners request a black enamel Cement see ltr attached to Mbro's Rept No 70 on S.S. Tomas

How are the surfaces preserved from oxidation? Inside *Black Enamel Cent. Paint above* Outside *Paint.*

Particulars for Record in R.B.—Length of Poop *27* ft., R.Q.D. *78* ft., Bridge Dk., *192* ft., F'castle *✓* ft.; No. of Dks. (excluding spar, awn, &c.) *1*
 Material of dks. *Iron* If *Pl* awn, dk., &c. *Iron* Material of spar, awn, dk., &c. *✓*; No. of tiers of beams (with and without dks. laid) *2 aft*
 Official No. *98101*; Signal Letters *+ 100 A 1* *Pt. Awning dk. Steel*
 I am of opinion this Vessel should be Classed *+ 100 A 1*

The amount of the Entry Fee£ *5* : : is received by me, *R.H.S.*
 Special£ *83* : 6 : 6 *31.5 1890*
 Certificate ...
 Travelling Expenses, if any, £

Committee's Minute *TUES 3 JUNE 1890*
 Character assigned *100 A 1 S.H. Plawing dk.*
 + *Lmb 4/90* subject to rds *8.10 1/2*
ascp Record *9.5 1/2*

Surveyor to Lloyd's Register of British and Foreign Shipping.
H. M. Williams
 It is submitted that this vessel appears eligible to be classed 100 A 1 (Steel) Pt. Awning dk. as recommended by the Committee and now marked on the vessel's side & entered on the Class Certificate and recorded in the Reg. Book, and the Vessel's freeboard of 9' 2" to be entered on the Class Certificate.