

Steel ~~IRON~~ SHIP.

No. 4665 Survey held at Dundee  
On the S.S. Ruby

Date, First Survey 14<sup>th</sup> Dec<sup>r</sup> 1882 Last Survey 13<sup>th</sup> October 1883

TONNAGE under } 1245.61  
Tonnage Deck }  
Ditto of Third, Spar, }  
or Avoing Deck. }  
Ditto of Poop, or }  
Raised Qr. Dk. }  
Ditto of Houses } 10.85  
on Deck }  
Ditto of Forecastle }  
Gross Tonnage } 1256.46  
Less Crew Space } 42.5  
} 1213.96  
Less Engine Room } 402.08  
Register Tonnage } 811.88  
as out on Beam }

SPAR, OR ~~AWNING~~ DECKED VESSEL.  
Half Breadth (moulded) ... 15.75  
Depth from upper part of Keel to top of Upper Deck Beams 16.45  
Girth of Half Midship Frame (as per Rule) ... 28.72  
1st Number ... 60.92  
1st Number, if a 2-Decked Vessel ...  
Length ... 233.79  
2nd Number ... 14242  
Proportions— Breadths to Length ... 7.42  
Depths to Length— Upper Deck to Keel ...  
Main Deck ditto ... 1421

Master Webster  
Built at Dundee  
When built 1883 Launched Aug<sup>r</sup>. 20<sup>th</sup>  
By whom built R.B. Thompson  
Owners Dundee Port Line S.S. Co. (Limited)  
Residence Dundee  
Port belonging to Dundee  
Destined Voyage Copenhagen via Rumburgh  
If Surveyed while Building, Afloat, or in Dry Dock.  
Surveyed while building

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	N <sup>o</sup> . of Decks with flat laid	
on deck as	233	9 1/2	Moulded...	31	6	top of Floors to	22	6	Engines ...	99	N <sup>o</sup> . of Tiers of Beams	
per Rule ...						Deck Beams	15	0				
						Do. do. Main Deck Beams						
Dimensions of Ship per Register, length, 235 breadth, 31.7 depth, 22.4												
Inches in Ship. Inches per Rule. (Class 100A) Inches in Ship. Inches per Rule. Inches in Ship. Inches per Rule.												
KEEL, depth and thickness ...	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8	8	2 3/8
STEM, moulding and thickness ...	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8	7 1/2	2 3/8
STERN-POST for Rudder do. do. ...	7 1/2	4 3/4	7 1/2	4 3/4	7 1/2	4 3/4	7 1/2	4 3/4	7 1/2	4 3/4	7 1/2	4 3/4
" " for Propeller ...	23		23		23		23		23		23	
Distance of Frames from moulding edge to moulding edge, all fore and aft ...												
FRAMES, Angle Iron, for 1/2 length amidships ...	3 1/2	3	12	3 1/2	3	12	3 1/2	3	12	3 1/2	3	12
Do. for 1/2 at each end ...	3 1/2	3	10	3 1/2	3	10	3 1/2	3	10	3 1/2	3	10
REVERSED FRAMES, Angle Iron ...	3	2 1/2	10	3	2 1/2	10	3	2 1/2	10	3	2 1/2	10
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ...	17 1/2	15 1/2	13	17 1/2	15 1/2	13	17 1/2	15 1/2	13	17 1/2	15 1/2	13
thickness at the ends of vessel ...												
depth at 1/2 the half-bdth. as per Rule ...	9			9			9			9		
height extended at the Bilges ...	twice midship height			twice midship height			twice midship height			twice midship height		
BEAMS, Upper, Spar, or Avoing Deck Single or double Angle Iron, Plate or Tee Bulb Iron ...	6	12	6	12	6	12	6	12	6	12	6	12
Single or double Angle Iron on Upper edge ...	2 1/2	2 1/2	8	2 1/2	2 1/2	8	2 1/2	2 1/2	8	2 1/2	2 1/2	8
Average space ...	alternate frame			alternate frame			alternate frame			alternate frame		
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron ...	5 1/2	3	13	5 1/2	3	13	5 1/2	3	13	5 1/2	3	13
Single or double Angle Iron on Upper Edge ...												
Average space ...	very frame			very frame			very frame			very frame		
BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron ...	8 1/2	13	8 1/2	13	8 1/2	13	8 1/2	13	8 1/2	13	8 1/2	13
Single or double Angle Iron on Upper Edge ...	4	3	12	4	3	12	4	3	12	4	3	12
Average space ...	very 10" frame			very 10" frame			very 10" frame			very 10" frame		
KEELSONS Centre line, single or double plate, bent, or intercostal Plates ...	14	18	14	18	14	18	14	18	14	18	14	18
Rider Plate ...	10 1/2	18	10 1/2	18	10 1/2	18	10 1/2	18	10 1/2	18	10 1/2	18
Built Plate to Intercostal Keelson ...	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12
Angle Iron ...												
Double Angle Iron Side Keelson ...												
Side Intercostal Plate ...	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12
do. Angle Iron ...	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12
Attached to outside plating with angle ...	3	3	12	3	3	12	3	3	12	3	3	12
BILGE Angle Iron ...	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12
do. Bulb Iron ...	7 1/2	12	7 1/2	12	7 1/2	12	7 1/2	12	7 1/2	12	7 1/2	12
do. Intercostal plates riveted to plating for length ...												
BILGE STRINGER Angle Iron ...	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12	5	3 1/2	12
Intercostal plates riveted to plating for 1/2 length ...	with 3	3	12	with 3	3	12	with 3	3	12	with 3	3	12
SIDE STRINGER Angle Iron ...												

The FRAMES extend in one length from Keel to gunwale  
The REVERSED ANGLE IRONS on floors and frames extend across middle line to main deck and to gunwale alternately  
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes  
PLATING. Garboard, double riveted to Keel, with rivets 1/6 in. diameter, averaging 5 ins. from centre to centre.  
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1/4 in. diameter averaging 3 1/2 ins. from centre to centre.  
" Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 7/8" thicker than the plates they connect.  
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 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 Spar Sheerstrake, treble riveted 1/2 length amidships.  
" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.  
" Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting ...  
Butt Straps of Keelsons, Stringer and Tie Plates, treble double or single Riveted? No. of Breasthooks; 4 Crutches, 4  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c? Steel  
Manufacturer's name or trade mark, Steel Co. of Scotland  
The above is a correct description.  
Builder's Signature, Surveyor's Signature, Surveyor to Lloyd's Register of Shipping

Form No. 1 for Iron ships (4000-24/5/81)

State clearly where plating is of alternate thicknesses, and distinguish from diminished thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.





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 facing surfaces? *Yes*

Do any rivets break into or through the seams or butts of the plating? *few*

Masts, Bowsprit, Yards, &c., are *Steel* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plates, 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, State also Length and Diameter of Lower Masts and Bowsprit

*Fore mast Inhome 70 ft. Max. dia. 21" Plates 1/2 to 3/4 } Seam double Butts lapped*  
*Main " 65 " 21 " do*

NUMBER for EQUIPMENT 17749		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.										
No.	Chain	270	1 3/4	43 30	270-1 3/4	L.P.H. Chain	Bower Anchors	15829	23-2-9	23-11-3-14	23-2-0	
Fore Sails,	Iron Stream Chain	75 1/2	1	18	75-1	L.P.H. Chain		15831	22-0-10	22-9-8-14	23-2-0	
Fore Top Sails,	or Steel Wire	65 9/16				P.R. Chain		15830	21-2-2	22-1-3-14	20-0-0	
Fore Topmast Stay Sails,	or Hempen Strm	90	3 1/2	26								
	Cable	120	2	7								
	Towline, Hemp.	90	10		90-10							
	or Steel Wire	90	8		90-8							
Main Sails,	Hawser	90	7		90-6							
Main Top Sails,	Warp	240	6	60 then								
and	quality											

Standing and Running Rigging *wire & rope* sufficient in size and *good* in quality. She has *Two* *Large* Boats and *two* *other*

The Windlass is *Patent* Capstan *good* and Rudder *good* Pumps *5 in dia.*

Engine Room Skylights. How constructed? *Leak skylight on air* How secured in ordinary weather? *bolts*

What arrangements for deadlights in bad weather? *Coining 4 ft above deck*

Coal Bunker Openings. How constructed? *Framed in hatchway* How are lids secured? *Iron straps* Height above deck? *9 in*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Part open bulwarks*

Cargo Hatchways. How formed? *Coaming down to the bulk of fore & after (18 in above deck)*

State size Main Hatch *15.4 x 9* Forehatch *11.6 x 9* Quarterhatch *15.4 x 9*

If of extraordinary size, state how framed and secured? *Not extraordinary size*

What arrangement for shifting beams? *Not plate in main & quarter hatchways - wood fore & after in all*

Hatches, If strong and efficient? *Solid 2 1/2 in.*

Order for Special Survey No. 436

Date *24 Jan 1883*

Order for Ordinary Survey No.

Date

No. *54* in builder's yard.

DATES of Surveys held while building as per Section 18.

- 1st. On the several parts of the frame, when in place, and before the plating was wrought } *1882 Dec 14. 30. 1883 Jan 12. 18. 26. Feb 1. 9. 14. 16. 21. 24. 28.*
- 2nd. On the plating during the process of riveting } *Mar 3. 8. 13. 16. 22. 26. 29. Apr 3. 6. 13. 16. 18. 20. 25. May 8. 10.*
- 3rd. When the beams were in and fastened, and before the decks were laid... } *15. 23. 29. June 4. 8. 14. 18. 20. July 6. 10. 13. 20. 23. Aug 2. 7. 9.*
- 4th. When the ship was complete, and before the plating was finally coated or cemented... } *13. 17. 18. 25. 29. Sep 1. 13. 15. 22. 26. Oct 2. 4. 10. 13.*
- 5th. After the ship was launched and equipped } *London letter M. 26<sup>th</sup> October 1882*

General Remarks (State quality of workmanship, &c.)

*This is a spar decked screw steamer, built in accordance with the approved plans & in other respects in accordance with the Rules.*

*Part double bottom is fitted - of length & capacity as per clip attached - Constructed of iron of scantling as follows viz. Central joists 9/16 side joists three in No. 9/16 - Angles 3 x 2 1/2 x 5/16 - Top plating 9/16 - Flanged plate 7/16 & has been tested as required by rule & found satisfactory.*

*The material has been passed by the Society's Surveyor & stamped with the Monogram R. In working it has shown no defect. The workmanship on the vessel is also satisfactory.*

*The keelboard 5' 9" as approved by the Committee under my report No. 4660. has been marked on the vessel's sides as required by Circular No 471\**

*This is a side vessel to the S.S. "Jasper" Report No 4653.*

*State if one, two, or three decked vessel, or if spar, or sailing decked; and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars on separate form.)*

How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ 4 : 0 : 0 is received by me,

Special ... £ 56 : 8 : 0 *23<sup>rd</sup> October 1883*

Certificate ...

(to be sent as per margin).

(Travelling Expenses, if any, £ )

Committee's Minute

Character assigned

TUESDAY 30 OCT 1883

18

Surveyor of Lloyd's Register of British and Foreign Shipping.

