

# IRON OR STEEL SHIP.

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No. 378 Survey held at Gothenburg Date, First Survey January 1895 Last Survey 27 August 1895  
 the Fug and Værbreaker "Smelt" Rig Steen

NAGE under }  
 Tonnage Deck }  
 between Tonnage Dk. }  
 3rd, 4th, Spar or }  
 oning Dk. }  
 1 under Upper Dk. }  
 of Poop }  
 of Raised Qr. }  
 or Break }  
 of Bridge House }  
 of Houses on Deck }  
 excess of Hatchways }  
 of Forecastle }  
 s Tonnage }  
 Crew Space }  
 Engine Room }  
 ter Tonnage }  
 out on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL,  
 SPAR, OR AWNING-DECKED VESSEL.  
 Half Breadth (moulded) . . . . . Feet. 12.  
 Depth from upper part of Keel to top of Upper Deck Beams 12.  
 Girth of Half Midship Frame (as per Rule) . . . . . 21.5  
 1st Number . . . . . 45.5  
 1st Number, if a 3-Decked Vessel . . deduct 7 feet  
 Length . . . . . 113  
 2nd Number . . . . . 5141.5  
 Proportions— Breadths to Length . . . . . 1:4.7  
 Depths to Length— Upper Deck to Keel . . . . . 1:9.4  
 Main Deck ditto . . . . .

Master P. Skerman  
 Year of appointment (1) As master in service of owner of present vessel 1895  
 (2) As master of this vessel 1895  
 Built at Gothenburg  
 When built 1895 Launched 1895.8  
 By whom built Lindholmens Verkstad, Aktiebolag  
 Owners The Russian Steam Navigation and Trading Company  
 Managers Polouskin  
 (If desired to be entered in Reg. Book.)  
 Residence Odessa  
 Port belonging to Odessa  
 Destined Voyage Odessa  
 If Surveyed while Building, Afloat, or in Dry Dock.

NGTH . . . . . Feet. Inches. 113  
 Breadth— Moulded . . . . . Feet. Inches. 24  
 DEPTH top of Floors to Upper Deck Beams . . . . . Feet. Inches. 12  
 Do. do. Main Deck Beams . . . . . 10  
 Power of Engines . . . . . 120  
 Horse. 120  
 N° of Decks with flat laid 1  
 N° of Tiers of Beams 1  
 Dimensions of Ship per Register, length, 117 breadth, 24 depth, 11.5"  
 Moulded depth 11.6"

EL, depth and thickness	Inches in Ship.	Inches per Rule.	PLATES in Garboard Strakes, br'dth & thickness	Inches. In ship.	16ths or 20ths In Ship.	Inches. per Rule.	16ths or 20ths per Rule
EM, moulding and thickness	7" x 1 3/4	7 x 1 3/4	From Garboard to upper part of Bilges	30"	10 x 9 x 8	30	9 x 8
ERN-POST for Rudder do. do.	6" x 3 1/2	6 x 3	Of d'bling at Bilge, or increased thickness, and length applied	30"	11 x 8 x 7	30	8 x 7
" " for Propeller	6" x 3 1/2	6 x 3	From up. prt of Bilge to l.r. edge of Sh'rstrake	11 x 8			6 x 7
Distance of Frames from moulding edge to moulding edge, all fore and aft	21"	21	Main Sheerstrake, breadth and thickness	31	8 x 7	31	8 x 7
		(Class)	Of d'bling at Sh'stk. & lng. applied	-			
AMES, Angle Iron, for 1/2 length amidships	3 3 6	3 3 6	From M'n. to Up. or Spar Dk. Sh'rstrake	-			
Do. for 1/2 at each end	3 3 6	3 3 5	Up. or Spar Dk Sh'rstrake, brdth & thicken'ss	-			
VERSED FRAMES, Angle Iron	2 1/2 2 1/2 5	2 1/2 2 1/2 5	Butt Straps to outside plating, breadth & thickness	14'	Laps		
DOORS, depth and thickness of Floor Plate	15"	6 13 6	Lengths of Plating	3' 6"		3' 6"	
at mid line for half length amidships		5	Shifts of Plating, and Stringers	27"	5 x 4		5 x 4
thickness at the ends of vessel	7"	7	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	6 x 3	7		
depth at 1/2 the half-bdth. as per Rule	24"	24	Angle Iron on ditto	7	6-5		
height extended at the Bilges			Tie Plates fore and aft, outside Hatchways				
AMS, Upper, Spar, or Awning Deck			Diagonal Tie Plates on Beams No. of Pairs				
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Flat of Up., Spar, or Awning Dk.*				
gle or double Angle Iron on Upper edge			How fastened to Beams				
Average space			Stringer Plate on ends of Main or Middle Deck				
AMS, Main, or Middle Deck			Beams, breadth and thickness	26-17	6 x 5	26-17	6 x 5
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2 2 1/2 5	2 1/2 2 1/2 5	Is the Stringer Plate attached to the outside plating?	Yes			
gle, or double Angle Iron, on Upper Edge	42"	42	Angle Irons on ditto, No. 2	3 1/2 3	6	3 x 3	6
Average space			Tie Plates, outside Hatchways	2 1/2 x 2 1/2	6	2 1/2 x 2 1/2	6
AMS, Lower Deck			Diagonal Tie Plates on Beams, No. of pairs				
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Flat of Middle Deck* do. do.				
gle or double Angle Iron on Upper Edge			How fastened to Beams				
Average space			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams				
AMS, Hold, or Orlop			Is the Stringer Plate attached to the outside plating?				
gle or d'ble Ang. Iron, Plate or Tee Bulb Iron			Angle Irons on ditto, No.				
gle or double Angle Iron on Upper Edge			Stringer or Tie Plates, outside Hatchways				
Average space			Flat of Lower Deck*				
ELSONS Centre line, single or double plate, box, or intercostal, Plates		5					
Rider Plate							
Bulb Plate to Intercostal Keelson	6 3 7	6 3 7					
Angle Irons	3 3 6	3 3 6					
Double Angle Iron Side Keelson							
Side Intercostal Plate							
do. Angle Irons							
Attached to outside plating with angle iron							
LGE Angle Irons double	3 3 6						
do. Bulb Iron							
do. Intercostal plates riveted to plating for length							
LGE STRINGER Angle Irons							
Intercostal plates riveted to plating for 3 Bulb Angle and length	6 3 7	6 3 7					
OE STRINGER Angle Irons	3 3 6	3 3 6					

FRAMES extend in one length from Keelplate to Deck Riveted through plates with 1 1/16 in. Rivets, about 5 apart.  
 REVERSED ANGLE IRONS on floors and frames extend from middle line to Deck and to — alternately  
 ELSONS. 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 — in. diameter, averaging — ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 1/16 in. diameter, averaging 3 1/16 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/16 in. diameter averaging 3 1/16 ins. from centre to centre.  
 Butts of 1 Strakes at Waterline whole length, treble riveted with Butt Straps Laps thicker than the plates they connect.  
 Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1 1/16 in. diameter, averaging 3 1/16 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/16 in. diameter, averaging 3 1/16 ins. from cr. to cr.  
 Edges of Main Sheerstrake, double or single riveted. — Upper Sheerstrake, double or single riveted.  
 Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.  
 Butts of Main Stringer Plate, treble riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.  
 Breadth of laps of plating in double riveting 5" Breadth of laps of plating in single riveting 2 1/2"  
 Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? — No. of Breasthooks, 2 Crutches, —  
 at description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens Martin Steel tested as Rule  
 manufacturer's name or trade mark, Larvik Colville and Sons Motherwell  
 The above is a correct description.

Owner's Signature, LINDHOLMENS VERKSTADS AKTIEBOLAG Surveyor's Signature, Ed. J. Moller  
Arvid Almquist Surveyor to Lloyd's Register of British and Foreign Shipping.

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.  
 \* If Iron Deck, state if whole or part, and if wood deck is laid thereon.



