

IRON OR STEEL SHIP.

(Received at London Office)

JUNE 2 1890

No. **79** Survey held at **Middleburgh** Date, First Survey **Oct 7th 1889** Last Survey **May 28th 1890**
In the **Steel Screw Steamer** **RUSKIN** Rig **Schooner 2 Masts.**
NAGE under Tonnage Deck **1766-16** ONE, OR TWO DECKED, THREE DECKED VESSEL,
TWEEN Tonnage Dk. **399-88** SPAR, OR AWNING-DECKED VESSEL.
Under Upper Dk. **67-08**
Poop **115-15**
Raised Qr. **8-69**
Bridge House **22-94**
Houses on Deck **11-99**
Excess of Hatchways **2391-89**
Tonnage **74-15**
Space **58-55**
Beam **16-60**
Engine Room **765-40**
Tonnage **1552-34**
Beam

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**
Depth 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 **Middleburgh**
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, or 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**

EL, depth and thickness **10 x 2 5/8** Inches in Ship. Inches per Rule.
PLATES, moulding and thickness **10 x 2 5/8**
TERN-POST for Rudder do. do. **10 x 6**
" for Propeller **24**
Distance of Frames from moulding edge to moulding edge, all fore and aft **24** (Class **100 A**)

BEAMS, Angle Iron, for 1/2 length amidships **5 3 8** Inches in Ship. Inches per Rule.
Do. for 1/2 at each end **5 3 7**
REVERSED FRAMES, Angle Iron **3 1/2 3 8**
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships **Cellular double bottom 38" deep**
" thickness at the ends of vessel **as per plans**
" depth at 1/2 the half-bdth. as per Rule **as per plans**
" height extended at the Bilges **as per plans**

BEAMS, Upper, Spar, or Awning Deck, Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron, Angle or double Angle Iron on Upper edge **5 3 7**
Average space **24**
BEAMS, Main, or Middle Deck, Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron, Angle or double Angle Iron on Upper edge **6 1/2 3 9**
Average space **24**
BEAMS, Lower Deck, Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron, Angle or double Angle Iron on Upper edge **10 5 1/2 9**
Average space **as per elevation**

KEELSONS, Centre line, single or double plate, box, or Intercoastal, Plates **Cellular double bottom 38" deep**
" Rider Plate **as per approved plans**
" Bulb Plate to Intercoastal Keelson **as per approved plans**
" Angle Irons **as per approved plans**
" Double Angle Iron Side Keelson **as per approved plans**
" Side Intercoastal Plate **as per approved plans**
" do. Angle Irons **as per approved plans**
" do. Bulb Iron **as per approved plans**
" do. Intercoastal plates riveted to plating for length **as per approved plans**

LARGE STRINGER Angle Irons **18" wide**
Intercoastal plates riveted to plating for length **12" wide**
SMALL STRINGER Angle Irons **18" wide**
Intercoastal plates riveted to plating for length **12" wide**
FRAMES extend in one length from **bilge to bilge**
REVERSED ANGLE IRONS on floors and frames extend **across** middle line to **bilges**
KEELSONS, Are the various lengths of Plates and Angle Irons properly connected? **Yes**

PLATING, Garboard, double riveted to Keel with rivets **3/8** in. diameter, averaging **3 1/2** ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets **3/8** in. diameter, averaging **3 1/2** ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets **3/8** in. diameter averaging **3 1/2** ins. from centre to centre.
Butts of all Strakes at Bilge for **2'** length, treble riveted with Butt Straps **3/8** thicker than the plates they connect. **unless lapped**
Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets **3/8** in. diameter, averaging **3 1/2** ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets **3/8** 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**
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **Scrimers**
Manufacturer's name or trade mark, **Robt. & Co. Bolton & Co. Brown & Co. Brown & Co.**
The above is a correct description.
Builder's Signature, **Raylton Dixon** Surveyor's Signature, **H. M. Williams**
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

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