

# IRON SHIP.

No. 8863 Survey held at *Port of London* Date, First Survey 4<sup>th</sup> May, 1882 Last Survey *2<sup>nd</sup> Apr. 1885*  
 On the *Iron S.S. "Himantus"* (127 tons) *2<sup>nd</sup> Apr. 1885*

**TONNAGE** under Tonnage Deck 3651.28  
 Ditto of Third, Spar, or Awning Deck  
 Ditto of Poop, or Raised Quarter Deck 88.24  
 Ditto of House on Deck  
 Ditto of Forecastle  
 Gross Tonnage 3739.52  
 Less Crew Space 79.07  
 Less Engine Room 3660.45  
 Less Engine Room 1196.65  
 Register Tonnage as out on Beam 2463.80

**ONE OR TWO DECKED, THREE DECKED VESSEL.**  
**SPAR, OR AWNING-DECKED VESSEL.**  
 Half Breadth (moulded) 20.50  
 Depth from upper part of Keel to top of Upper Deck Beams 28.00  
 Girth of Half Midship Frame (as per Rule) 43.16  
 1st Number 91.66  
 1st Number, if 3-Decked Vessel deduct 7 feet  
 Length 348.16  
 2nd Number 319.12  
 Proportions— Breadths to Length 8.49  
 Depths to Length— Upper Deck to Keel  
 Main Deck ditto 12.43

Master *R.R. Hubbard*  
 Built at *Port of London*  
 When built *1883* Launched *22<sup>nd</sup> Aug. 1884*  
 By whom built *Wm. Hamilton & Co.*  
 Owners *Chas. F. Ellis*  
 Residence *14, Gracechurch St. London E.C. 4*  
 Port belonging to *London*  
 Destined Voyage *Not yet decided*  
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	Feet. Inches.	BREADTH— Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams Do. do. Main Deck Beams	Feet. Inches.	Power of Engines	Horse.	N <sup>o</sup> . of Decks with flat laid	N <sup>o</sup> . of Tiers of Beams
348.2		41.0		33.6		400		2	4
Dimensions of Ship per Register, length 350.2 breadth, 41.25 depth, 33.6									
KEEL, depth and thickness	Inches in Ship	Inches per Rule							
STEM, moulding and thickness	Inches in Ship	Inches per Rule							
STERN-POST for Rudder do. do.	Inches in Ship	Inches per Rule							
" " for Propeller	Inches in Ship	Inches per Rule							
Distance of Frames from moulding edge to moulding edge, all fore and aft	Inches in Ship	Inches per Rule							
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	Inches in Ship	Inches per Rule							
Do. for $\frac{1}{4}$ at each end	Inches in Ship	Inches per Rule							
REVERSED FRAMES, Angle Iron	Inches in Ship	Inches per Rule							
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	Inches in Ship	Inches per Rule							
" thickness at the ends of vessel	Inches in Ship	Inches per Rule							
" depth at $\frac{3}{4}$ the half-bdth. as per Rule	Inches in Ship	Inches per Rule							
" height extended at the Bilges	Inches in Ship	Inches per Rule							
BEAMS, Upper, Spar, or Awning Deck	Inches in Ship	Inches per Rule							
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Inches in Ship	Inches per Rule							
Single or double Angle Iron on Upper edge	Inches in Ship	Inches per Rule							
Average space	Inches in Ship	Inches per Rule							
BEAMS, Main, or Middle Deck	Inches in Ship	Inches per Rule							
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Inches in Ship	Inches per Rule							
Single or double Angle Iron on Upper Edge	Inches in Ship	Inches per Rule							
Average space	Inches in Ship	Inches per Rule							
BEAMS, Lower Deck	Inches in Ship	Inches per Rule							
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Inches in Ship	Inches per Rule							
Single or double Angle Iron on Upper Edge	Inches in Ship	Inches per Rule							
Average space	Inches in Ship	Inches per Rule							
BEAMS, Hold, or Orlop	Inches in Ship	Inches per Rule							
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	Inches in Ship	Inches per Rule							
Single or double Angle Iron on Upper Edge	Inches in Ship	Inches per Rule							
Average space	Inches in Ship	Inches per Rule							
KEELSONS Centre line, single or double plate, box, or intercostal plates	Inches in Ship	Inches per Rule							
" Rider Plate	Inches in Ship	Inches per Rule							
" Bulb Plate to Intercostal Keelson	Inches in Ship	Inches per Rule							
" Angle Irons	Inches in Ship	Inches per Rule							
" Double Angle Iron Side Keelson	Inches in Ship	Inches per Rule							
" Side Intercostal Plate	Inches in Ship	Inches per Rule							
" Attached to outside plating with angle iron	Inches in Ship	Inches per Rule							
BILGE Angle Irons	Inches in Ship	Inches per Rule							
" do. Bulb Iron	Inches in Ship	Inches per Rule							
" do. Intercostal plates riveted to plating for $\frac{3}{4}$ length	Inches in Ship	Inches per Rule							
BILGE STRINGER Angle Irons	Inches in Ship	Inches per Rule							
" Intercostal plates riveted to plating for $\frac{3}{4}$ length	Inches in Ship	Inches per Rule							
SIDE STRINGER Angle Irons	Inches in Ship	Inches per Rule							

The FRAMES extend in one length from *Mid* to *after all stringer* Riveted through plates with  $\frac{7}{8}$  in. Rivets, about 7 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to *about M. S. Stringer* and to *after all* 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  $\frac{1}{8}$  in. diameter, averaging  $\frac{5}{16}$  ins. from centre to centre.  
 " Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging 4 ins. from centre to centre.  
 " Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets  $\frac{7}{8}$  in. diameter averaging  $\frac{3}{4}$  ins. from centre to centre.  
 " Butts of 3 Strakes at Bilge for  $\frac{1}{2}$  length, treble riveted with Butt Straps  $\frac{7}{16}$  thicker than the plates they connect.  
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging 4 ins. from cr. to cr.  
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets  $\frac{7}{8}$  in. diameter, averaging 4 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  $\frac{1}{2}$  length amidships. Butts of Upper or Spar Sheerstrake, treble riveted  $\frac{1}{2}$  length amidships.  
 " Butts of Main Stringer Plate, treble riveted for  $\frac{1}{2}$  length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for  $\frac{1}{2}$  length.  
 " Breadth of laps of plating in double riveting  $\frac{5}{16}$  in. Breadth of laps of plating in single riveting  $\frac{1}{4}$  in.  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Yes* No. of Breasthooks, 6 Crutches, 5  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Conto, Moulded, Parkhead Forge, & (Linton)*  
 Manufacturer's name or trade mark, *Conto, Moulded, Parkhead Forge, & (Linton)*  
 The above is a correct description.  
 Builder's Signature, *Wm. Hamilton & Co.* Surveyor's Signature, *Wm. Hamilton & Co.*  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
 GRK 304-0060

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 only.*

Masts, Bowsprit, Yards, &c., are *all* 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, State also Length and Diameter of Lower Masts and Bowsprit. *See file marks constructed in accordance with tables attached to the Rules.*

NUMBER for EQUIPMENT.		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Machine where Tested & Suprntd.
SAILS.		CABLES, &c.										
N <sup>o</sup> .		Chain .....	150	2 1/16	76 1/2 x 10 7/16		Bower Anchors	7770	41 " 1.0	36.13.0-14		
Fore Sails,		State Machine where Tested, Date, or No. of Certificate, Name of Superintendent.)	150	2 1/16	do & do	300 - 2 1/16	Chester.					
Fore Top Sails,		Iron Stream Chain	90	1 3/16	25 3/8 & 38	90 - 1 3/16	A 5 pack	7772	39 " 1.10	35.7.0-0		
		or Steel Wire						7771	34 " 1.16	31.18.2-0		
Fore Topmast Stay Sails,		or Hempen Strm } Cable .....						Total	114.3.26		114 cwt.	Chester.
Main Sails,		Towline, Hemp.										A. S. Sack
		or Steel Wire ..	180	4 1/2	Tested to 59	120 - 4 1/2	Steel wire					
		Hawser .....	90	9"		90 - 10		Stream Anchor	7773	12 " 1.20	14.5.1-0	12 "
			90	9"				Kedge	7774	6.0.0	8.5.0-0	6 "
Main Top Sails,		Warp .....	120	5 1/2		90 - 9		2nd Kedge	7775	3.0.18	5.13.0-0	3 "
and		quality	120	4 1/2								
			120	3 1/2								

Standing and Running Rigging *Three Masts* sufficient in size and *good* in quality. She has 4 Life Long Boats and 2 others  
The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good as per approved plan*

Engine Room Skylights.—How constructed? *Plate & bough run* How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *Felt shutters & bulls eyes*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Watches* Height above deck? *1'3"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and scuppers different in size and number*

Cargo Hatchways.—How formed? *Iron in usual manner*

State size Main Hatch *24' x 12'* Forehatch *12 x 10* Quarterhatch *12 x 10 + 20'4 10*

If of extraordinary size, state how framed and secured? *With Plate Beams & strong iron and others*

What arrangement for shifting beams? *Fitted between double angles & secured with bolts & nuts*

Hatches, If strong and efficient? *Yes solid 3"*

Order for Special Survey No. 100  
Date *15<sup>th</sup> May/83*  
Order for Ordinary Survey No. *56*  
Date *15<sup>th</sup> May/83*  
No. *56* in builder's yard.  
State dates of letters respecting this case *May 18<sup>th</sup> 1882 and 16<sup>th</sup> Nov<sup>r</sup> 1883*  
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: May 4. 11. Nov. 6. 15. 29. Dec. 4. 5. 7. 12. 20. 27. 28.*  
2nd. On the plating during the process of riveting *1883: Jan. 16. 18. 22. Feb. 1. 22. 26. Mar. 2. 6. 8. 10. 13. 26. 30. Apr. 3. 10. 13. 16. 19. 23. 25. May 1. 4. 10. 14. 16. 17. 24. 25. 29. 31. June 2. 6. 7. 11. 13. 18. 19.*  
3rd. When the beams were in and fastened, and before the decks were laid.... *27. 30. July 10. 13. 18. 20. 23. 26. 31. Aug. 3. 10. 15. 23. 25. 29. 31. Sep. 3. 7. 10. 12. 21. 24.*  
4th. When the ship was complete, and before the plating was finally coated or cemented.. *28. 29. Oct. 1. 5. 6. 9. 12. 16. 22. 26. Nov. 9. 12. 20. 21. 26. Dec. 7. 11. 31.*  
5th. After the ship was launched and equipped *1884: Jan. 11. 18. Feb. 4. 6. 7. 11. 13. 22. 28. Mar. 4. 26. Apr. 5. 15. 18. 28. 30. May 9. 14. 26. June 4. 16. July 9. Aug. 13. 15. 20. 22. 26. Oct. 3. 20. Dec. 30. 1885: Jan. 14. 23. 27. Feb. 12. 16. Feb. 25. Mar. 21. and Apr. 2.*

General Remarks (State quality of workmanship, &c.) *The workmanship is strong and efficient. This vessel has been built in accordance with the approved drawings hereto attached; and the requirements contained in the Secretary's letter, dated 18<sup>th</sup> May, 1882, have been fully complied with; and the Rules in all other respects carried out.*

State if one, two, or three decked vessel, or if spar, enclosing decked; and the length 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 and Paint* Outside *Red lead & paint*

I am of opinion this Vessel should be Classed *100 A 1. Open deck, 4 tiers of beams, 2 Iron decks*

The amount of the Entry Fee .....£ 5 : 0 : 0 is received by me, *Yes*

Special .....£ 116 : 10 : 0 *24<sup>th</sup> Mch. 1885*

(to be sent as per margin). Certificate ... *gratis*

(Travelling Expenses, if any, £ 0 : 0 : 0).

Committee's Minute *TUESDAY 7 APRIL 1885*

Character assigned *100 A 1*

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

*This vessel appears to be worthy of the favorable consideration of the Committee to be classed 100 A 1 "Spar decked" as recommended (1 Deck Iron, 2 Spar & 5 Iron).*

Lloyd's Register Foundation

7/4/83