

IRON SHIP.

8863

No. 8863 Survey held at *Port of London* Date, First Survey *4th May, 1882* Last Survey *2nd Apr 1885*
(Received at London Office, TUESDAY 7 APRIL 1885)
On the *Iron S.S. "Himberley"* (127 tons) Master *R.R. Hubbard*

TONNAGE under Tonnage Deck 3651.28
 Ditto of Third, Spar, or Awning Deck
 Ditto of Poop, or Raised Or Deck 88.24
 Ditto of House on Deck
 Ditto of Forecastle
 Gross Tonnage 3739.52
 Less Crew Space 79.07
 Less Engine Room 1196.65
 Register Tonnage as cut 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 Frames (as per Rule) 43.16
 1st Number 9186
 1st Number, if 3-Decked Vessel deduct 7 feet
 Length 348.16
 2nd Number 31912
 Proportions— Breadths to Length 8.49
 Depths to Length— Upper Deck to Keel
 Main Deck ditto 12.43

Built at *Port of London*
 When built *1883 + 1884* Launched *22nd Aug 1874*
 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 and in Dry Dock

Official Number

LENGTH on deck as per Rule 348.2 **BREADTH** Moulded 41.0 **DEPTH** top of Floors to Upper Deck Beams 28.00 Do. do. Main Deck Beams 25.10 **Power of Engines** 400 **N° of Decks with flat laid** 2 **N° of Tiers of Beams** 4
 Dimensions of Ship per Register, length 350.2 breadth, 41.25 depth, 33.6

	Inches in Ship	Inches per Rule						
KEEL , depth and thickness	11 1/2	11 1/2	11 1/2	11 1/2				
STEM , moulding and thickness	11 1/2	11 1/2	11 1/2	11 1/2				
STERN-POST for Rudder do. do.	11 1/2	11 1/2	11 1/2	11 1/2				
" " for Propeller	11 1/2	11 1/2	11 1/2	11 1/2				
Distance of Frames from moulding edge to moulding edge, all fore and aft								
FRAMES , Angle Iron, for 3/4 length amidships	5 1/2	5 1/2	3 1/2	3 1/2	5 1/2	5 1/2	3 1/2	3 1/2
Do. for 1/2 at each end	5 1/2	5 1/2	3 1/2	3 1/2	5 1/2	5 1/2	3 1/2	3 1/2
REVERSED FRAMES , Angle Iron	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	26	26	10	10				
" thickness at the ends of vessel			9.8	9.8				
" depth at 3/4 the half-bdth. as per Rule	13	13						
" height extended at the Bilges	52	52						
BEAMS, Upper, Spar, or Awning Deck								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7 1/2	7 1/2	7 1/2	7 1/2				
Single or double Angle Iron on Upper edge	3	3	3	3	6	6	3	3
Average space	48	48						
BEAMS, Main, or Middle Deck								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10	10	10	10				
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	7	7	3 1/2	3 1/2
Average space	48	48						
BEAMS, Lower Deck								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10	10	10	10				
Single or double Angle Iron on Upper Edge	3 1/2	3 1/2	3 1/2	3 1/2	7	7	3 1/2	3 1/2
Average space	48	48						
BEAMS, Hold, or Orlop								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	11	11	11	11				
Single or double Angle Iron on Upper Edge	5	5	4	4	9	9	5	5
Average space	48	48						
KEELSONS Centre line, single or double plate, box, or intercostal plates	23	23	14	14				
" Rider Plate			14	14				
" Bulb Plate to Intercostal Keelson	10	10	10	10				
" Angle Irons								
" Double Angle Iron Side Keelson	6 1/2	6 1/2	4 1/2	4 1/2	9	9	6 1/2	6 1/2
" Side Intercostal Plate			10	10				
" Attached to outside plating with angle iron	3 1/2	3 1/2	3 1/2	3 1/2	8	8	3 1/2	3 1/2
BILGE Angle Irons	6 1/2	6 1/2	4 1/2	4 1/2	9	9	6 1/2	6 1/2
" do. Bulb Iron	10	10	10	10				
" do. Intercostal plates riveted to plating for 3/5 length	3 1/2	3 1/2	3 1/2	3 1/2	8	8	3 1/2	3 1/2
BILGE STRINGER Angle Irons	6 1/2	6 1/2	4 1/2	4 1/2	9	9	6 1/2	6 1/2
Intercostal plates riveted to plating for 1/2 length			10	10				
SIDE STRINGER Angle Irons	3 1/2	3 1/2	3 1/2	3 1/2	8	8	3 1/2	3 1/2

State clearly where plating is of alternate thicknesses as distinguished from uniform thickness at ends of vessel. If Iron Deck, state if whole or part, and if wood deck.

The **FRAMES** extend in one length from *Keel* to *upper deck stringer* Riveted through plates with *7/8* in. Rivets, about *7* apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend *from middle line to above M. S. Stringer* and to *upper deck* 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 1/8* in. diameter, averaging *5 1/2* 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 *4* 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 *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *7/16* thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *7/8* in. diameter, averaging *4* ins. from cr. to cr.
 " Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *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 *1/2* length amidships. Butts of *Upper or 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 *5 1/2* ins. Breadth of laps of plating in single riveting *5 1/2* ins.
 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.? *Cast, wrought, Parkhead Forge & Co*
 Manufacturer's name or trade mark, *Cast, wrought, Parkhead Forge & Co*
 The above is a correct description.
 Builder's Signature, *Wm Hamilton & Co* Surveyor's Signature, *Wm T. P. ...*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 for Iron Ships—1880—2784—Transfer Ink.

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 sheets constructed in accordance with tables attached to the Rules.*

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W ^g t req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain	150	2 1/16	76% & 10 1/16			Bower Anchors	7770	41	1.0	36.13.0-14	
	Fore Top Sails,	Iron Stream Chain	150	2 1/16	do & do	300-2 1/16	Chester.		7772	39	1.10	35.7.0-0	
	Fore Topmast Stay Sails,	or Steel Wire	90	1 3/16	25 3/8 & 38	90-13/16	A.S. Pack		7771	34	1.16	31.18.2-0	
	Main Sails,	or Hempen Strm Cable							Total	114	3.26		114 cwts
	Main Top Sails,	or Steel Wire	180	4 1/2	Tested to 39	120-4 1/2 steel wire		Stream Anchor	7773	12	1.20	14.5.1-0	12
	and	Hawser	90	9"		90-10		Kedge	7774	6	0.0	8.5.0-0	6
	Standing and Running Rigging	Warp	120	5 1/2		90-9		2nd Kedge	7775	3	0.18	5.13.0-0	3
		quality	120	4 1/2									

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good as per approved plan*
Engine Room Skylights.—How constructed? *Plate & angle iron* How secured in ordinary weather? *✓*
 What arrangements for deadlights in bad weather? *Full shutter & bulls eyes*
Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Hatches* 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 22'* **Forehatch** *12' x 10'* **Quarterhatch** *12' x 10' + 20' x 10'*
 If of extraordinary size, state how framed and secured? *Web 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.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
1100	15 th May/83			56	May 18 th 1882 and 16 th Nov ^r 1883

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 10th 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, or masted 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. Spar decked, 4 tiers of beams, 2 Iron decks*
 The amount of the Entry Fee£ 5 : 0 : 0 is received by me, }
 Special£ 116 : 10 : 0 24th Mch. 1885 }
 (to be sent as per margin). Certificate ... *gratis* :
 (Travelling Expenses, if any, £ 0 : 0 : 0).

Committee's Minute **TUESDAY 7 APRIL 1885** 18
 Character assigned *100 A*
 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 (Iron) & Spar Deck (Iron)
 Lloyd's Register Foundation
 7/4/83

These Surveys are requested not to write on or below the space for Committee's Minute.