

STEEL IRON SHIP.

No. *13938* Survey held at *Sunderland* Date, First Survey *May 15 1885* Last Survey *20-1-86* 1886
On the *Steel screw steamer Hubbuck* (Yard *14211*) 3rd May-

TONNAGE under Tonnage Deck *2595.62*
Ditto of Third, Spar, or Awning Deck *24.96*
Ditto of Poop, or Raised-Or. Dk. *96.55*
Ditto of Houses on Deck *52.32*
Ditto of Forecastle *6.80*
Gross Tonnage *2833.53*
Less Crew Space *93.30*
Less Engine Room *2740.23*
Register Tonnage as out on Beam *906.73*
1833.50

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) *19.71*
Depth from upper part of Keel to top of Upper Deck Beams *29.41*
Girth of Half Midship Frame (as per Rule) *44.28*
1st Number *93.60*
1st Number, if a 3-Decked Vessel deduct 7 feet *7.00*
2nd Number *86.60*
Length *323*
2nd Number *27941*
Proportions— Breadths to Length *8.1*
Depths to Length— Upper Deck to Keel *10.98*
Main Deck ditto *14.96*

Master *—*
Built at *Sunderland*
When built *1885* Launched *20-1-86*
By whom built *Joseph L. Thompson & Sons*
Owners *W. Lund*
Residence *Aldgate London*
Port belonging to *London*
Destined Voyage *London*
Surveyed while Building, Afloat, & in Dry Dock. *Commissioners Graving Dock No. 1*

LENGTH on deck as per Rule *323 0* BREADTH Moulded *39 10* DEPTH top of Floors to Upper Deck Beams *29 4* Power of Engines *400* No. of Decks with flat laid *Two* No. of Tiers of Beams *Three*

Dimensions of Ship per Register, length, *325* breadth, *40* depth, *25.9* Moulded Depth *29.2*

KEEL, depth and thickness *Side bars 17 1/2 x 1 1/2*
STEM, moulding and thickness *11 x 2 1/4*
STERN-POST for Rudder do. do. *11 x 6 1/2*
" " for Propeller *11 x 6 1/2*
Distance of Frames from moulding edge to moulding edge, all fore and aft *24*

FRAMES, Angle Iron, for 2/3 length amidships *5 1/2 x 3 1/2*
Do. for 1/3 at each end *5 1/2 x 3 1/2*
REVERSED FRAMES, Angle Iron *3 1/2 x 3 1/2*
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *Horns on alternate frames and longitudinal*
" thickness at the ends of vessel *on the cellular system*
" depth at 3/4 the half-bdth. as per Rule *on the cellular system*
" height extended at the Bilges *on the cellular system*

BEAMS, Upper, Spar, or Awning Deck *8 x 13/32*
" double Ang. Iron, Plate or Tee Bulb Iron *3 x 3 1/2*
" double Angle Iron on Upper edge *48*
Average space *48*
FAMES, Main, or Middle Deck *7 1/2 x 9 1/2*
" double Ang. Iron, Plate or Tee Bulb Iron *6 x 3 1/2*
" double Angle Iron on Upper Edge *24*
Average space *24*

BEAMS, Lower Deck *10 1/2 x 16/32*
" double Ang. Iron, Plate or Tee Bulb Iron *4 1/2 x 4 1/2*
" double Angle Iron on Upper Edge *42*
Average space *42*
FAMES, Hold, or Orlop *10 1/2 x 16/32*
" double Ang. Iron, Plate or Tee Bulb Iron *4 1/2 x 4 1/2*
" double Angle Iron on Upper Edge *42*
Average space *42*

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates *Longitudinal*
Rider Plate *Guides on the cellular system*
Bulb Plate to Intercoastal Keelson *as per Rule and approved midship section*
Angle Irons *as per Rule and approved midship section*
Double Angle Iron Side Keelson *as per Rule and approved midship section*
Side Intercoastal Plate *as per Rule and approved midship section*
do. Angle Irons *as per Rule and approved midship section*
Attached to outside plating with angle iron *as per Rule and approved midship section*

ANGLE Angle Irons *as per Rule and approved midship section*
do. Bulb Iron *as per Rule and approved midship section*
do. Intercoastal plates riveted to plating for length *as per Rule and approved midship section*
LARGE STRINGER Angle Irons *as per Rule and approved midship section*
Intercoastal plates riveted to plating for length *as per Rule and approved midship section*
DE STRINGER Angle Irons *as per Rule and approved midship section*

FRAMES extend in one length from *Keel* to *Gunnwale*
REVERSED ANGLE IRONS on floors and frames extend from middle line to *above main & stringer* and to *Upper Deck*
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 *1/8* in. diameter, averaging *5 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 3/8* 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 *half* length, treble riveted with Butt Straps *3/8* thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets *3/8* in. diameter, averaging *3 3/8* 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 *half* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *half* length amidships.
Butts of Main Stringer Plate, treble riveted for *half* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *half* length.
Breadth of laps of plating in double riveting *5 1/4 x 6* Breadth of laps of plating in single riveting *5 1/4 x 6*

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Treble & double* No. of Breasthooks, *Four* Crutches, *Four*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Plates angles, Landore & Connors & Co. & butts of Connors & Co.*

Manufacturer's name or trade mark, *The above is a correct description.*
Builder's Signature, *Joseph L. Thompson & Sons* Surveyor's Signature, *James Williams*

Surveyor to Lloyd's Register of British and Foreign Shipping

