

IRON SHIPS.

Rev 8/6/04

No. 3499 Survey held at Hull Date 2nd June 1864
 the SS "Himmarske" Master Smith
 Tonnage Gross 42 Engine Room 114 Register 315¹⁵/₁₀₀ Built at Hull
 When Built 1864 By whom built The Humber Iron Works & Ship Building Co. Limited Owners Nordlandske Linnarske
Launched at Hull Port belonging to Bergen Destined Voyage Bergen
Surveyed Afloat or in Dry Dock Special Survey in the Humber Iron Works & Ship Building Co. Limited
during building Master Smith Managing Director

PLANS CASE

Length aloft	Feet. Inches.		Extreme Breadth	Feet. Inches.		Depth from top of Upper Deck Beam to top of Floor	Feet. Inches.	Power of Engines	Horse No.
	175	166.6		24	13				
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	21		21						
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	3 1/4	2 3/4	4/6	3 1/2	2 3/4	4/6			
depth and thickness of Floor Plate at mid line	15 x		7/6	15 1/2	7/6				
depth and thickness of Floor Plate at Bilge Keelson	8 x		7/6	7/6					
Size of Reversed Angle Iron, and No. at top of Floor Plate	2 1/2	2 1/2	4/6	3 1/2	2 3/4	4/6			
Frames, Size of Angle Iron, single or double	3 1/4	2 3/4	4/6	3 1/4	2 3/4	4/6			
Reversed Iron, No. to every frame	2 1/2	2 1/2	4/6	3 1/2	2 3/4	4/6			
Beams, Deck (N ^o 49) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	4/6	2 1/4	2	4/6			
depth & thickness of plate amidships	6 x		4/6	5 1/4	4/6				
double or single Angle Iron, on lower edge	42		42						
Hold, or Lower Deck (N ^o 24) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/4	2 1/4	4/6	2 1/4	2	4/6			
depth & thickness of plate amidships	6 x		4/6	5 1/4	4/6				
double or single Angle Iron, forward & aft to alternate frames	4	3	4/6						
average space between amidships every 4 th frame	42		42						
if wood (N ^o) sided & moulded									
Keelson, wood sided & moulded, iron, size of plate, if Box, give sketch & dimensions	5 1/2	3	4/6	3 1/2	3	4/6			
Side or Bilge	10	x	4/6	10	x	4/6			
Number	3 1/2	3	4/6	3 1/2	3	4/6			

Transoms, material _____ or, if none, in what manner compensated for _____
 Bulkheads, N^o Four Thickness of 4/6 5/6
 Knight-heads _____ are they free from defects? _____
 Hawse Timbers _____ how secured to the sides of the ship with double Flanges & Broad Lines
 size of vertical angle iron and their distance apart 3x 3x 4/6. 30ins
 The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Top of bilge to top of bilge
 " " " on the frames " " " from top of bilge to Gunwale on alternate frames
 Keelson, how are the various lengths of plates or angle irons connected? with Butt straps and angle irons fastened rivetted
 Plates, Garboard, double or single rivetted to keel & upper edge, with rivets (1 in.) diameter averaging (4 in.) from centre to centre of rivet.
 Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1/2 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets.
 Butts from Keel to turn of bilge, worked carvel with a lining piece (3/6) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? not in the outer strake
 Edges from bilge to planksheer, worked carvel with a lining piece (1/2 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below?
 Butts from bilge to planksheers, worked carvel with a lining piece (1/2) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter averaging (3 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (4) Breadth of laps in single rivetting (2 1/4)
 Planksheer, how secured to the plating of the sides } Explain by sketch, } center waterway
 Waterway " " planksheer and to the Beams } if necessary.
 Side trussing _____ breadth and thickness of plates _____ how secured?
 Deck trussing Four pairs of 9x 7/6 plate fitted diagonally, rivetted to Beams, Stringer & Tie plates
 Deck Beams, how secured to the side? Welded & rivetted to the frames
 Hold or Lower Deck _____
 Paddle _____
 No. of breasthooks Three crutches _____ how are pointers compensated? By termination of Stringers
 What description of iron is used for the angle iron and plate iron in the vessel?
J. Whitman Leeds

Builder's Signature
J. Whitman Leeds
 In the Humber Iron Works & Ship Building Co. Limited
Master
 Managing Director
 IRON 437A-0049.10

Workmanship. Are the lands or laps of the cienchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes

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

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? Yes

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? Yes, Several in the Butts

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.
 She has SAILS.

N ^o .	SAILS	CABLES, &c.		ANCHORS, and their weights.	
		Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain	210 1 1/8	Bower,	3 12
	Fore Top Sails,	Hempen Stream Cable	90 7	Stream,	1 4
	Fore Topmast Stay Sails,	Hawser	90 5	Kedge,	2 2
	Main Sails,	Towlines			
	Main Top Sails,	Warp	90 4		
	and other required	All of <u>good</u> quality.			

Her Standing and Running Rigging is Wool Hemp sufficient in size and good in quality.
 She has Two Life Long Boats and two others
 The present state of the Windlass is good Capstan good and Rudder good Pumps good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey N^o 64
 2nd. On the plating during the progress of rivetting
 3rd. When the beams were in and fastened, and before the decks were laid First Survey 10 Dec: 63
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched Last Survey 2nd June 64

210 fms 1 1/8 chain tested @ 22 1/2 tons cut - Certificate dated 13th May 1864
 signed J. W. Hine pro Superintendent

Porter anchors } cut - 2nd lbs } tested to 23 - - - } Certificate dated as above
 12 " 1 " 23 " " 13
 11 " 3 " 21 " " 11. 2 - -

Tonnage under Deck 332 ³³/₁₀₀
 Deck House 69 ⁷⁵/₁₀₀
 Poop 26 ⁹⁸/₁₀₀

This Vessel being over 13 depths in Length
 Mr Davidson has omitted to have the
 Chests doubled and the stringer
 plates on upper deck beams increased
 in thickness 2/16 according to Rule Sect. 16
 June 1864 JMR

In what manner are the surfaces preserved from oxidation? The flat of bottom inside coated with Portland Cement the remainder of the plating with Paints

I am of opinion this Vessel should be classed A 1
 The amount of the Fee£ 5 - - - is received by me,
June 11/64 Special£ 21: 9: -
 Certificate (if required)£ - - -
 Committee's Minute 10th June 18 64
 Character assigned A 1

Mr Davidson
 In future Mr Davidson should
 have the Committee's consent before
 he allows any material deviation
 from the Rules - as this is a small
 Vessel of 332 Tons the Compensation
 stated in his letter of the 8th Dec^r May
 in my opinion be favorably accepted
 by the Committee and the Vessel
 Classed as recommended by Mr Davidson
 9th June 1864 JMR

Special Survey N^o 64