

IRON SHIPS.

Requisition No 265

No. 4789 Survey held at Greenock
on the Ship "Sam Beams"

Date 12th July

18 64

Master

Tonnage Gross 1422⁴⁹ Engine Room

Register

Built at Greenock

Under Decks 1317⁸⁸ Poop 104⁸¹

Owners H. J. Wilson & Chambers

When Built 1864 By whom built Scott & Co.

Port belonging to Liverpool

Destined Voyage Clyde to Liverpool and Melbourne

Surveyed Afloat or in Dry Dock While building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck	Feet.	Inches.	Power of Engines	Horse No.
.....	215	8	.....	36	7	.....	25	.....	.....	.....
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	16ths required per Rule.	Stem, W bar iron, moulding and thickness	9x3	9x3	.....	.....
Floors, Size of Angle Iron, and No. <u>single</u> at bottom of Floor Plate	5	3 1/2	9 1/2	5	3 1/2	if plate iron, breadth and thickness	.....	.....	.....	.....
depth and thickness of Floor Plate at mid line	26	11	25.4	11	.....	Stern-post, W bar iron, moulding and thickness	9x3	9x3	.....	.....
depth and thickness of Floor Plate at Bilge Keelson	15	11	11	11	.....	if plate iron, breadth and thickness	.....	.....	.....	.....
Size of Reversed Angle Iron, and No. <u>single</u> at top of Floor Plate	3 1/2	3	8 1/2	3 1/2	3	Garboard Plates, thickness	.....	.....	.....	.....
Frames, Size of Angle Iron, <u>single or double</u> to every frame	5	3 1/2	9 1/2	5	3 1/2	From Garboard to upper part of Bilge	.....	.....	.....	.....
and on every alternate frame to <u>gunwale</u>	3 1/2	3	8 1/2	3 1/2	3	From upper part of Bilge to Sheerstrakes	.....	.....	.....	.....
Beams, Deck (N ^o .) <u>double Angle Iron</u>	3 1/2	3 1/2	9 1/2	3 1/2	3 1/2	Sheerstrakes	.....	.....	.....	.....
Bulb Iron with double Angle Iron on top	9	Bulb	9 1/2	9	9 1/2	Breadth & thickness of Butt Straps to outside plating	9	11 1/2	13 1/2	13 1/2
depth & thickness of plate amidships	9	Bulb	9 1/2	9	9 1/2	Planksheers	.....	.....	.....	.....
double or single Angle Iron, on lower edge	3 feet	3 feet	6 inches	3 feet	6 inches	Gunwale Plate or Stringer on ends of Up. Dk Beams	33	11 1/2	30 1/2	11 1/2
average space between	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	Angle Iron on ditto	6x4x9 1/2	5 1/2x4 1/2x9 1/2	.....	.....
if wood (N ^o .) sided & moulded	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	Waterway	.....	.....	.....	.....
Hold, or Lower Deck (N ^o .) <u>double Angle Iron or Bulb Iron</u>	9	Bulb	9 1/2	9	9 1/2	Deck	.....	.....	.....	.....
with double Angle Iron on top	9	Bulb	9 1/2	9	9 1/2	Ceiling in Hold	.....	.....	.....	.....
depth & thickness of plate amidships	9	Bulb	9 1/2	9	9 1/2	Ceiling betwixt Decks	8x3	.....	.....	.....
double or single Angle Iron, on lower edge	3 feet	3 feet	6 inches	3 feet	6 inches	Beam Clamps	.....	.....	.....	.....
average space between	3 1/2	3 1/2	7 1/2	3 1/2	3 1/2	Shelf	33	11 1/2	28 1/2	11 1/2
if wood (N ^o .) sided & moulded	9	Bulb	9 1/2	9	9 1/2	Stringer Plates on ends of Hold or Lower Dk Beams	6x4x9 1/2	5 1/2x4 1/2x9 1/2	.....	.....
Paddle, <u>wood</u> sided and moulded	9	Bulb	9 1/2	9	9 1/2	Ceiling between Decks	16	11 1/2	13 1/2	11 1/2
or if <u>iron</u> , size of Plate	9	Bulb	9 1/2	9	9 1/2	Stringer or Tie Plates outside Hatchways	.....	.....	.....	.....
average space between on every 6 th frame	9	Bulb	9 1/2	9	9 1/2	Deck Beam Clamps	.....	.....	.....	.....
Engine	9	Bulb	9 1/2	9	9 1/2	Shelf	.....	.....	.....	.....
Keelson, <u>wood</u> , sided & moulded, iron, size of plate, <u>Box</u> , give sketch & dimensions	6	4	9 1/2	5 1/2	4 1/2	Stringers in Hold	6x4x9 1/2	5 1/2x4 1/2x9 1/2	.....	.....
Side or Bilge	6	4	9 1/2	5 1/2	4 1/2	Deck, Lower	3 1/2	11 1/2	20 1/2	11 1/2
Number	.....	.....	.....	.....	.....	Deck, Upper, how fastened to Beams	.....	.....	.....	.....

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads East India Teak

Bulkheads, N^o. Two Thickness of 7/8 7/8

Hawse Timbers East India Teak

are they free from defects? Yes how secured to the sides of the ship Between double frames
size of vertical angle iron and their distance apart 3 1/2 x 3 1/2 about 30 inches apart

The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (7 inches) apart.

The reverse angle irons on the floors extend in one length across the middle line from lower deck to Gunwale alternately

Keelson, how are the various lengths of plates or angle irons connected? By Angle Iron Butt Straps

Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 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 in.) thick, or clencher, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.

Butts from Keel to turn of bilge, worked carvel with a lining piece (1 1/4 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Edges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

Butts from bilge to planksheers, worked carvel with a lining piece (1 1/4 in.) thick, double or single rivetted; rivets (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets. Breadth of laps in double rivetting (5 in.) Breadth of laps in single rivetting (.....)

Planksheer, how secured to the plating of the sides

Waterway planksheer and to the Beams

Side trussing breadth and thickness of plates how secured?

Deck trussing By plates all fore and aft each side of stanchions 16x11 inch, and diagonal plates where practicable

Deck Beams, how secured to the side? To Beam ends bracket plates

Hold or Lower Deck Beam ends bracket plates

Paddle crutches how are pointers compensated?

No. of breasthooks Five crutches Five how are pointers compensated?

What description of iron is used for the angle iron and plate iron in the vessel? Consolidated Iron Co. Best Iron Builder's Signature Scott & Co.

IRON 437A - 0107

3678 Iron

Workmanship. Are the lands or laps of the clenchwork 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? Solid lengths
 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? A few

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. Iron & Steel

She has **SAILS.**

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	Chain see remarks below <u>Stream</u>			Bower, see remarks below <u>test, tons 12 1/2</u>		
Two full	Fore Top Sails,	Hempen Stream Cable <u>Manila</u>	90	1 1/2			
Sails of	Fore Topmast Stay Sails,	Hawser	90	9	Stream,	1	11. --
Sails	Main Sails,	Towlines	90	7			
	Main Top Sails,	Warp	90	6	Kedge,	1	5. 2. -
and		All of <u>Good</u> quality.				1	2. 2. =

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and Two Life Boats and Big
 The present state of the Windlass is Good Capstans Good and Rudder Good Pumps Four lead Good

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

DATES of Surveys held while building, as per Section 17. 1st. On the several parts of the frame, when in place, and before the plating was wrought
 2nd. On the plating during the progress of rivetting
 3rd. When the beams were in and fastened, and before the decks were laid
 4th. When the ship was complete, and before the plating was finally coated
 5th. After the ship was launched

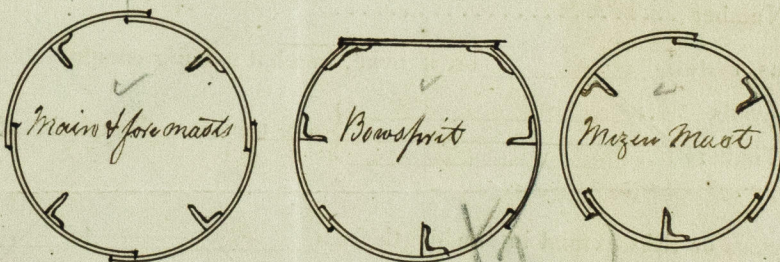
Special Survey while building from 15th Oct. 1862 to 12 July 1864 in all Seventy visits.

This vessel has been built under special survey as per order N^o 265: is ship rigged; is fitted with a full poop and fore-castle; has upper and lower decks laid all fore and aft, and is fitted with Orlop beams to every sixth frame or nine feet apart: the beams are pillared on the Keelson after hatchway from side to side; and the Orlop beams are stayed with Angle Iron amidships as shown in sketch herewith; also the stringers on the Orlop beam ends are supported with heavy bracket plates between the beams.

The Owners are anxious to have her classed A instead of 12 A as originally signed for.

Her stores were all complete when she left here for Liverpool, except the Bower Chain Cables and Anchors which were as follows, viz:- 300 fathoms of 1 1/2 chain Cable tested to a strain of 55 tons, which was intended to be taken out out at Liverpool and larger ones supplied, also bower Anchors 34.1.20, 34.1.19 & 34.1.17 tested to 33 tons.

Spars	Thickness of plating	Rivetting of edges	Rivetting of butts	Size of Angle Iron	Number of Angle Irons	Diameter
Main Mast	8/16 + 7/16	Double	Double	4x3 1/2 x 1/4	Four	30
Fore Mast	8/16 + 7/16	"	"	4x3 1/2 x 1/4	Four	30
Mizen Mast	8/16 + 7/16	"	"	4x3 1/2 x 1/4	Three	25
Bowsprit	8/16 + 7/16	"	"	4x3 1/2 x 1/4	Three	28



In what manner are the surfaces preserved from oxidation? Portland Cement between the floors up to turn of bilge, and remainder inside and outside three coats of Red lead.

I am of opinion this Vessel should be classed A

The amount of the Fee£ 5 : " : " is received by me,

John W. W.

Special£ 71 : 2 : "

X Certificate (if required)£ " : " : "

Committee's Minute 26 July 1864

Character assigned A

Approved
W. W. W.
W. W. W.

This Vessel appears eligible for the Class recommended