

IRON SHIPS.

Requisition No 265

No. 4789 Survey held at Grunock
on the Ship "Sam Beatts"

Date 12th July

1864

Master

Tonnage Gross 1422 4/8 Engine Room

Register

Built at Grunock

When Built 1864 By whom built Scott & Co.

Owners H. J. Wilson & Chambers

Port belonging to Liverpool

Destined Voyage Glyde to Liverpool and Melbourne

If Surveyed Afloat or in Dry Dock While building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines		Horse No.
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	
215	10	36	10	25				
<p>Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft } <u>18</u></p> <p>Floors, Size of Angle Iron, and No. <u>Single</u> } <u>5</u> <u>3 1/2</u> <u>9/8</u> <u>5</u> <u>3 1/2</u> <u>9/8</u></p> <p>bottom of Floor Plate..... } <u>26</u> <u>11/8</u> <u>25.4</u> <u>11/8</u></p> <p>depth and thickness of Floor Plate at } <u>15</u> <u>11/8</u> <u>11/8</u></p> <p>mid line } <u>3 1/2</u> <u>3</u> <u>8/8</u> <u>3 1/2</u> <u>3</u> <u>8/8</u></p> <p>depth and thickness of Floor Plate at } <u>5</u> <u>3 1/2</u> <u>9/8</u> <u>5</u> <u>3 1/2</u> <u>9/8</u></p> <p>Bilge Keelson } <u>3 1/2</u> <u>3</u> <u>8/8</u> <u>3 1/2</u> <u>3</u> <u>8/8</u></p> <p>Size of Reversed Angle Iron, and } <u>5</u> <u>3 1/2</u> <u>9/8</u> <u>5</u> <u>3 1/2</u> <u>9/8</u></p> <p>No. <u>Single</u> top of Floor Plate.. } <u>3 1/2</u> <u>3</u> <u>8/8</u> <u>3 1/2</u> <u>3</u> <u>8/8</u></p> <p>Frames, Size of Angle Iron, single <u>double</u> } <u>3 1/2</u> <u>3</u> <u>8/8</u> <u>3 1/2</u> <u>3</u> <u>8/8</u></p> <p>Reversed Iron, <u>to every frame</u> } <u>3 1/2</u> <u>3</u> <u>8/8</u> <u>3 1/2</u> <u>3</u> <u>8/8</u></p> <p>and one every alternate frame <u>to every frame</u></p> <p>Beams, Deck (N^o.) <u>double Angle Iron</u> } <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u> <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u></p> <p>Bulb Iron with double Angle } <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u> <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u></p> <p>Iron on top } <u>9</u> <u>Bulb</u> <u>9/8</u> <u>9</u> <u>9/8</u></p> <p>depth & thickness of plate amidships } <u>3 feet</u> <u>3 feet 6 inches</u></p> <p>double or single Angle Iron, } <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u> <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u></p> <p>on lower edge } <u>9</u> <u>Bulb</u> <u>9/8</u> <u>9</u> <u>9/8</u></p> <p>average space between } <u>3 feet</u> <u>3 feet 6 inches</u></p> <p>if wood (N^o.) sided & moulded } <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u> <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u></p> <p>Hold, or Lower Deck (N^o.) } <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u> <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u></p> <p>double Angle Iron or Bulb Iron } <u>9</u> <u>Bulb</u> <u>9/8</u> <u>9</u> <u>9/8</u></p> <p>with double Angle Iron on top } <u>3 feet</u> <u>3 feet 6 inches</u></p> <p>depth & thickness of plate amidships } <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u> <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u></p> <p>double or single Angle Iron, } <u>9</u> <u>Bulb</u> <u>9/8</u> <u>9</u> <u>9/8</u></p> <p>on lower edge } <u>3 feet</u> <u>3 feet 6 inches</u></p> <p>average space between } <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u> <u>3 1/2</u> <u>3 1/2</u> <u>7/8</u></p> <p>if wood (N^o.) sided & moulded } <u>9</u> <u>Bulb</u> <u>9/8</u> <u>9</u> <u>9/8</u></p> <p>Paddle, wood, sided and moulded } <u>9 feet</u> <u>9 feet</u></p> <p>or <u>double Angle Iron on top</u> } <u>See sketch</u></p> <p>or <u>double Angle Iron on top</u> } <u>6</u> <u>4</u> <u>9/8</u> <u>5 1/2</u> <u>4 1/2</u> <u>9/8</u></p> <p>or <u>double Angle Iron on top</u> } <u>See sketch</u></p> <p>average space between every 6th frame } <u>See sketch</u></p> <p>Engine } <u>See sketch</u></p> <p>Keelson, wood, sided & moulded, iron, size of } <u>See sketch</u></p> <p>plate, <u>Box</u>, give sketch & dimensions } <u>See sketch</u></p> <p>Side or Bilge } <u>See sketch</u></p> <p>Number <u>Five</u></p>								
<p>Stem, <u>bar iron</u>, moulding and thickness <u>9x3</u></p> <p>if plate iron, breadth and thickness <u>9x3</u></p> <p>Stern-post, <u>bar iron</u>, moulding and thickness <u>9x3</u></p> <p>if plate iron, breadth and thickness <u>9x3</u></p> <p>Keel, <u>bar iron</u>, depth and thickness..... <u>9x3</u></p> <p>if plate iron, breadth and thickness <u>9x3</u></p> <p>Garboard Plates, thickness.. <u>15/8</u></p> <p>From Garboard to upper } <u>15/8</u></p> <p>part of Bilge..... } <u>15/8</u></p> <p>From upper part of Bilge } <u>13 7/8</u></p> <p>to Sheerstrakes..... } <u>13 7/8</u></p> <p>Sheerstrakes <u>13/8</u></p> <p>Breadth & thickness of Butt } <u>9 1/4</u> <u>13 1/8</u> <u>13 1/8</u></p> <p>Straps to outside plating } <u>9 1/4</u> <u>13 1/8</u> <u>13 1/8</u></p> <p>Planksheers <u>Material.</u></p> <p>Gunwale Plate or Stringer } <u>23</u> <u>11/8</u> <u>30 5/8</u> <u>11/8</u></p> <p>on ends of Up. Dk Beams } <u>6x4x9/8</u> <u>5 1/2x4 1/2x9/8</u></p> <p>Angle Iron on ditto..... <u>Iron Butts</u></p> <p>Waterway <u>Yellow Pine</u></p> <p>Deck..... <u>4</u></p> <p>Ceiling in Hold <u>American Rock Elm</u></p> <p>Ceiling betwixt Decks ... <u>Red Pine battens</u> <u>8x3</u></p> <p>Beam Clamps <u>4</u></p> <p>Shelf <u>33</u> <u>11/8</u> <u>23 1/4</u> <u>11/8</u></p> <p>Stringer Plates on } <u>6x4x9/8</u> <u>5 1/2x4 1/2x9/8</u></p> <p>ends of Hold or } <u>Angle Iron</u></p> <p>Lower Dk Beams } <u>Red Pine battens</u> <u>8x3</u></p> <p>Ceiling between Decks ... <u>16</u> <u>11/8</u> <u>13 1/2</u> <u>11/8</u></p> <p>Stringer or Tie Plates out- } <u>16</u> <u>11/8</u> <u>13 1/2</u> <u>11/8</u></p> <p>side Hatchways } <u>Double Angle Iron</u></p> <p>Deck Beam Clamps <u>6x4x9/8</u> <u>5 1/2x4 1/2x9/8</u></p> <p>Shelf <u>3 1/2</u> <u>4 1/2</u> <u>23 1/4</u> <u>4 1/2</u></p> <p>Stringers in Hold ... <u>Yellow Pine</u></p> <p>Deck, Lower <u>33</u> <u>11/8</u> <u>23 1/4</u> <u>11/8</u></p> <p>Deck, Upper, how fastened to Beams <u>By screws bolts & nuts from above</u></p>								
<p>Transoms, material <u>Iron</u> or, if none, in what manner compensated for.</p> <p>Right-heads .. <u>East India Teak</u> Bulkheads, N^o. <u>Two</u> Thickness of <u>9/8</u> <u>7/8</u></p> <p>Case Timbers .. <u>East India Teak</u> are they free from defects? <u>Yes</u> how secured to the sides of the ship <u>Between double frames</u></p> <p>size of vertical angle iron and their distance apart <u>1 1/2 x 3 x 1/4</u> <u>about 30 inches apart</u></p> <p>Frames or Ribs extend in one length from <u>Keel</u> to <u>Gunwale</u> rivetted through plates with (<u>7/8</u> in.) rivets, about (<u>7 inches</u>) apart.</p> <p>reverse angle irons on the floors extend in one length across the middle line from <u>lower deck</u> to <u>Gunwale</u> alternately</p> <p>on the frames } from to</p> <p>How are the various lengths of plates or angle irons connected? <u>By Angle Iron Butts Straps</u></p> <p>Plates, Garboard, double <u>single</u> rivetted to keel & at upper edge, with rivets (<u>1 1/2</u> x <u>1/4</u> ins.) diameter averaging (<u>4</u> in.) from centre to centre of rivet.</p> <p>Edges from Garboards to upper part of bilge, worked <u>carvel</u> with a lining piece (<u>in</u>) thick, or clench, double <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets.</p> <p>Butts from Keel to turn of bilge, worked <u>carvel</u> with a lining piece (<u>11/8</u>) thick, double <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter, averaging (<u>3 1/2</u> ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u></p> <p>Edges from bilge to planksheer, worked <u>carvel</u> with a lining piece (<u>in</u>) thick, double <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter, averaging (<u>3 1/2</u> in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? <u>No</u></p> <p>Butts from bilge to planksheers, worked <u>carvel</u> with a lining piece (<u>13/16</u>) thick, <u>clench</u>, double <u>single</u> rivetted; rivets (<u>7/8</u> in.) diameter averaging (<u>3 1/2</u> ins.) from centre to centre of rivets. Breadth of laps in double rivetting (<u>5 1/2</u>) Breadth of laps in single rivetting ()</p> <p>Planksheer, how secured to the plating of the sides } <u>Explain by sketch,</u> } <u>Angle Irons</u></p> <p>Waterway .. } <u>if necessary.</u> } <u>Iron Butts</u></p> <p>Side trussing breadth and thickness of plates how secured?</p> <p>Deck trussing <u>By plates all fore and aft each side of Hatchways: 16x11/8 inch and diagonal plates when practicable</u></p> <p>Deck Beams, how secured to the side? <u>Beam ends bracket plates</u></p> <p>Hold or Lower Deck .. <u>Beam ends bracket plates</u></p> <p>Paddle ..</p> <p>No. of breasthooks <u>Five</u> crutches <u>Five</u> how are pointers compensated?</p> <p>What description of iron is used for the angle iron and plate iron in the vessel? <u>Consolidated Iron Co. Best Iron</u></p>								

Builder's Signature

Scott & Co.

Lloyd's Register

IRON 437A 0134

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

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain			Bower,
	Fore Top Sails,	Hempen Stream Cable			
	Fore Topmast Stay Sails,	Hawser			Stream,
	Main Sails,	Towlines			
	Main Top Sails,	Warp			Kedge,
and		All of _____ quality.			

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

She has _____ Long Boat and _____

The present state of the Windlass is Good Three Capstans Good and Rudder Good Four Pumps Good

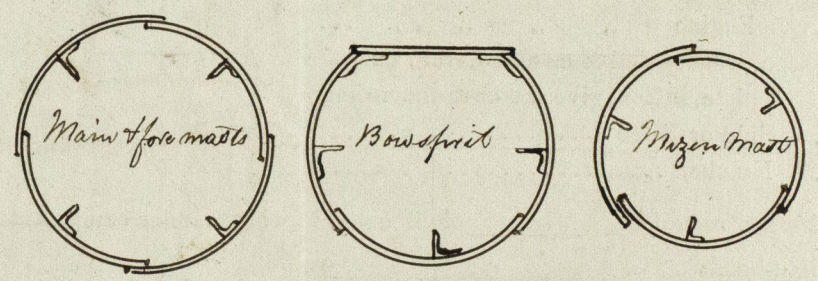
General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

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	} <u>Specially surveyed while building from 15th Oct^r 1862 to 12th July 1864 in all seventy visits.</u>
	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	

This vessel has been built under Special Survey as per Order N^o 265; is ship rigged; is fitted with a full poop and forecastle; 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 alternately 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 12A as originally signed for.

Spars	Thickness of plating	Rivetting of Edges	Rivetting of Butts	Size of Angle Iron	Number of Angles	Diameter
Main Mast	$\frac{8}{16} + \frac{7}{16}$	Double	Double	$4 \times 3\frac{1}{2} \times \frac{8}{16}$	Four	30
Fore Mast	$\frac{8}{16} + \frac{7}{16}$	"	"	$4 \times 3\frac{1}{2} \times \frac{8}{16}$	Four	30
Mizen Mast	$\frac{8}{16} + \frac{7}{16}$	"	"	$4 \times 3\frac{1}{2} \times \frac{8}{16}$	Three	25
Bowsprit	$\frac{8}{16} + \frac{7}{16}$	"	"	$4 \times 3\frac{1}{2} \times \frac{8}{16}$	Three	28



In what manner are the surfaces preserved from oxidation? Portland cement between the floors up to turn of bilges, 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,

Special£ 71 : 2 : "

Certificate (if required)£ " : " : "

[Signature]

Committee's Minute 18

Character assigned