

IRON SHIPS.

Requisition N^o. 323

Rec. 2/1/65

Survey held at Port Glasgow

Date 27th Dec

1864

Steamer "Satie"

Master John McDonald

Age Gross 396²²/₁₀₀

Engine Room 103⁷⁰/₁₀₀

Register 293²¹/₁₀₀

Built at Port Glasgow

Under-deck 353⁴⁰/₁₀₀

Break 42⁵⁰/₁₀₀

By whom built Blackwood & Gordon

Port belonging to Glasgow

Destined Voyage Glyde to Waterford

Surveyed Afloat or in Dry Dock While Building

Length aloft		Extreme Breadth		Depth from top of Upper Deck		Power of Engines	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	
171	70	24	70	13	70	80	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft		21		21			
Floors, Size of Angle Iron, and No. Single at bottom of Floor Plate		3 1/2	2 1/2	76	3 1/2	2 1/2	76
" depth and thickness of Floor Plate at mid line		16	76	16	76	76	
" depth and thickness of Floor Plate at Bilge Keelson			76		76	76	
" Size of Reversed Angle Iron, and No. Single at top of Floor Plate		2 1/2	2 1/2	66	2 1/2	2 1/2	56
Frames, Size of Angle Iron, single or double		3 1/2	2 1/2	76	3 1/2	2 1/2	76
" " Reversed Iron, & to every frame and on every alternate frame		2 1/2	2 1/2	66	2 1/2	2 1/2	56
Beams, Deck (N ^o .) double Angle Iron, Plate, or Bulb Iron		6	66	6	66	66	
" " double or single Angle Iron, on upper edge		2 1/4	2 1/4	56	2 1/4	2 1/4	56
" " average space between		3 feet	6 inches	3 feet	6 inches		
" " if wood (N ^o .) sided & moulded							
" Hold, or Lower Deck (N ^o .)		6	66	6	66	66	
" " double Angle Iron, Plate, or Bulb Iron		5	3	76			
" " double or single Angle Iron on upper edge		2 1/4	2 1/4	76	2 1/4	2 1/4	76
" " average space between		3 feet	6 inches	3 feet	6 inches		
" " if wood (N ^o .) sided & moulded							
" Paddle, wood, sided and moulded, or if Iron, size of Plate							
" Engine							
Keelson, single plate, box, or intercostal		16	3	76	3 1/2	3	76
" Size of Plates		6	3	76	3 1/2	3	76
" Size of Angle Irons		4	3	76	3 1/2	3	76
Ditto Bilge (No.) with bulb, or between fore & the length, Amidships		4	3	76	3 1/2	3	76
Transoms, material Iron, or, if none, in what manner compensated for.							
Knight-heads, and Hawse Timbers							
The Frames or Ribs extend in one length from Keel to Gunwale							
The reverse angle irons on the floors extend in one length across the middle line from lower deck to Gunwale alternately							
" " and on the frames							
Keelson, how are the various lengths of plates or angle irons connected?							
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/4 ins.) diameter averaging (4 1/2 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 clench, 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 (1 1/2 in.) 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? No							
" Edges from bilge to sheerstrake, worked carvel with a lining piece (1 in.) thick, or clench, 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? No							
" Edge of Sheerstrake, double or single rivetted?							
" Butts from bilge to planksheers, worked carvel with a lining piece (1 1/2 in.) thick, 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 in.) Breadth of laps in single rivetting (2 1/2 in.)							
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?							
Planksheer, how secured to the plating of the sides							
Waterway " " planksheer and to the Beams							
Deck Beams, how secured to the side?							
Hold or Lower Deck							
Paddle							
No. of breasthooks							
What description of iron is used for the angle iron and plate iron in the vessel?							

IRON438-0068

3911 *Jo*

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.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .			Fathoms.	Inches.	N ^o .	Weight
	Fore Sails,	Chain	210	1 1/2	Bower,	12. 2. 0
One	Fore Top Sails,	Hempen Stream Cable	90	7	Port,	11. 3. 2
Suit	Fore Topmast Stay Sails,	Hawser	90	5	Stream,	11. 3. 0
of	Main Sails,	Towlines	90	4		4. 3. 2
Sails	Main Top Sails,	Warp			Kedge,	2. 1. 0
and		All of <u>Good</u> quality.				1. 0. 14

Her Standing and Running Rigging *Simple* sufficient in size and *Good* in quality.

She has *One Life* Long Boat and *Three Others*

The present state of the Windlass is *Good* Capstan and Rudder *Good with 1 Pump* *Five Lead 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

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

Specially Surveyed while building from 3rd August to 27th Decr 1864 in all 28 visits.

This vessel has been built under special survey as per Order N^o 323. Is schooner rigged; is fitted with a raised quarter deck and monkey forecastle; is fitted with a substantial stringer in way of engine space in a line with the hold beam stringer formed of Angle Iron back to back 6x3x7/8 with a bulb iron between 8x3/8. The sheerstrake is 3 feet broad by 1/8, instead of 2 feet by 1/8 as required by the Rules; but the stringer plate on the ends of upper deck beams is slightly thinner than required; the discrepancy in the thickness we beg to submit for the favourable consideration of the Committee, as being compensated for by the excess in size of the sheerstrake, the said beams being efficiently tied with diagonals and longitudinals. See sketch herewith.

Certificates of chains are dated 8th October 1864. The certificates of Anchors are dated 15th, 26th & 27th October 1864; and all signed by David Logan, Superintendent, Tipton Proving Machine.

In what manner are the surfaces preserved from oxidation? *Portland Cement between floors to upper part of bilges; and three coats of Red lead inside and outside, and one coat of Peasol's composition on bottom*

I am of opinion this Vessel should be classed *B 1*.

The amount of the Fee£ 4 : " : " is received by me,

Dec 1864 Special£ 19 : 16 : "

Certificate (if required)£ " : " : "

Committee's Minute *3rd January 1865*

Character assigned *B 1*

(A x C 2)

This has been specially approved for Classification as recommended above

Lloyd's Register Foundation