

IRON SHIPS.

Requisition No. 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

Year Built 1864

Launched 18th Nov 1864

PLANE CASE

Port belonging to Glasgow

Destined Voyage Glyde to Waterford

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.
Length aloft	17	10	24	7	0	15	7	0	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. Singlet at bottom of Floor Plate	3 1/2	2 1/2	7 1/2	3 1/2	2 1/2	7 1/2					
depth and thickness of Floor Plate at mid line	16		7 1/2		16		7 1/2				
depth and thickness of Floor Plate at Bilge Keelson			7 1/2				7 1/2				
Size of Reversed Angle Iron, and No. Singlet at top of Floor Plate	2 1/2	2 1/2	6 1/2	2 1/2	2 1/2	5 1/2					
Frames, Size of Angle Iron, single or double	3 1/2	2 1/2	7 1/2	3 1/2	2 1/2	5 1/2					
Reversed Iron, & to every frame and on every alternate frame	2 1/2	2 1/2	4 1/2	2 1/2	2 1/2	5 1/2					
Beams, Deck (N°) double Angle Iron, Plate, or Bulb Iron	6		6		6						
double or single Angle Iron, on upper edge	2 1/4	2 1/4	5 1/2	2 1/4	2 1/4	5 1/2					
average space between	3 feet		6 inches		3 feet		6 inches				
if wood (N°) sided & moulded											
Hold, or Lower Deck (N°) double Angle Iron, Plate, or Bulb Iron	6		6		6						
double or single Angle Iron, on upper edge	2 1/4	2 1/4	5 1/2	2 1/4	2 1/4	5 1/2					
average space between	3 feet		6 inches		3 feet		6 inches				
if wood (N°) sided & moulded											
Paddle, wood, sided and moulded, or if Iron, size of Plate											
Engine											
Keelson, single plate, box, or intercostal	10		10		10						
Size of Plates	6		3		3 1/2		3				
Size of Angle Irons	4		3		3 1/2		3				
Ditto Bilge (No. Iron) with bulb, or between fore & the length, Amidships	4		3		3 1/2		3				
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 rivetted through plates with (3/4 in.) rivets, about (6 inches) apart.											
The reverse angle irons on the floors extend in one length across the middle line from lower decks 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 (1/2 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 (3/8 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 (1/2 in.) thick, or clencher, 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											
Edge of Sheerstrake, double or single rivetted?											
Butts from bilge to planksheers, worked carvel with a lining piece (3/8 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 1/2) Breadth of laps in single rivetting (2 1/2)											
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											
crutches											
how are pointers compensated?											
What description of iron is used for the angle iron and plate iron in the vessel?											

Builder's Signature
Pro Blackwood & Gordon
Lloyd's Register
A. McShane

IRON438-0068

3911 Jv

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double riveted 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
<u>One</u>	Fore Top Sails,	Hempen Stream Cable	90 7	<u>Port</u>	11.3.2
<u>Suit</u>	Fore Topmast Stay Sails,	Hawser	90 5	Stream, <u>Common</u>	11.3.0
<u>Sails</u>	Main Sails,	Towlines	90 4		4.3.2
	Main Top Sails,	Warp		Kedge, <u>with</u>	2.1.1
and		All of <u>Good</u> quality.		<u>with</u>	1.1.14

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 Iron 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 hold 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 3rd August to 27th Dec^r 1864 in all 28 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. 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 8x7/8. 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 Peascock'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,

Special£ 19: 16: "

Certificate (if required)£ " : " : "

H. J. Woods
Port Luke

Committee's Minute 3rd January 1865

Character assigned B 1

(A x C. 2.)
2 Jan^y 2/65

This has been specially approved
eligible for Classification as
recommended above
Lloyd's Register
Foundation