

IRON SHIPS.

Requisition No. 316

Rev 18/5/65

No. 4910 Survey held at Port Glasgow Date 10th May 1865

on the Ship "Sarah Green" Master John Christal Ferguson

Tonnage Gross 1070.61 Engine Room _____ Register _____ Built at Port Glasgow

When Built 1865 Launched 19th April 1865 By whom built Lawrence Hill & Co.

Owners M^r Green & Co. Port belonging to London Destined Voyage Clyde to

Surveyed Afloat or in Dry Dock While building

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.		
.....	196	0	34	0	22	2		
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	23		Inches in Ships.	23		Inches required per Rule.			Stem, if bar iron, moulding and thickness	8x3	Inches. 16ths. required per Rule.	8x3
Floors, Size of Angle Iron, and No. Double at bottom of Floor Plate for 2 by lengths of ship, and double to upper part of bilges	5	3	5	3	5	3	5	3	Stern-post, if bar iron, moulding and thickness	8x3	8x3	8x3
depth and thickness of Floor Plate at mid line	22 1/2		10	23		10			Keel, if bar iron, depth and thickness	8x3	8x3	8x3
depth and thickness of Floor Plate at Bilge Keelson	14		10	10		10			if plate iron, breadth and thickness			
Size of Reversed Angle Iron, and No. Single at top of Floor Plate	3	3	3	3	3	3	3	3	Garboard Plates, Breadth and thickness	30	30	30
Frames, Size of Angle Iron, single or double	5	3	5	3	5	3	5	3	From Garboard to upper part of Bilge	10	10	10
Reversed Iron, into every frame, and on every alternate frame	3	3	3	3	3	3	3	3	From upper part of Bilge to Sheerstrakes	10	10	10
Beams, Deck (No.) double Angle Iron, Plate, or Bulb Iron	8	3	8	3	8	3	8	3	Sheerstrakes, Butt Straps from frames above to frames below	30	30	30
double or single Angle Iron, on upper edge	3	3	3	3	3	3	3	3	Butt Straps to outside plating, Breadth and thickness	9	9	9
average space between	3 feet 10 inches		3	3 feet 10 inches		3			Planksheers	Material.		
if wood (No.) sided & moulded									Gunwale Plate or Stringer on ends of Up. Dk Beams	30	30	30
Hold, or Lower Deck (No.) double Angle Iron, Plate, or Bulb Iron	8	3	8	3	8	3	8	3	Angle Iron on ditto	12	12	12
double or single Angle Iron, on upper edge	3	3	3	3	3	3	3	3	Diagonal Tie Plates on Beams	12	12	12
average space between	3 feet 10 inches		3	3 feet 10 inches		3			Waterway	Iron Slat		
if wood (No.) sided & moulded									Deck, made with Waterways	Yellow Pine		
Paddle, wood, sided and moulded, or if Iron, size of Plate									Ceiling in Hold	Red Pine		
Engine									Ceiling betwixt Decks	Red Pine battens		
Keelson, single plate, bar, or intercostal	15	3	15	3	15	3	15	3	Beam Clamps or Spiketting			
Size of Plates									Shelf			
Size of Angle Irons	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2	Stringer Plates on ends of Hold or Lower Dk Beams	3 1/2	3 1/2	3 1/2
Ditto Bilge (No.)	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2	Ceiling between Decks	Red Pine battens		
With side intercostal plate	5	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2	Stringer or Tie Plates outside Hatchways	12	12	12
Transoms, material Iron or, if none, in what manner compensated for.									Deck Beam Clamps or Spiketting	Radder head		
Knight-heads, and Hawse Timbers									Shelf	do at head		
The Frames or Ribs extend in one length from Keel to Gunwale rivetted through plates with (7/8 in.) rivets, about (7 inches) apart.									Stringers in Hold	Bulb Iron		
The reverse angle irons on the floors extend in one length across the middle line from Lower deck to Gunwale alternately									Deck, Lower	Double angle Iron		
Keelson, how are the various lengths of plates or angle irons connected?									Deck, Upper, how fastened to Beams	By down bolts from above		
Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 1/8 x 7/8 in.) diameter averaging (4 1/2 in.) from centre to centre of rivet.									Bulkheads, No. Two	Thickness of 7/8		
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 (7/8 in.) diameter, averaging (3 1/2 ins.) from centre to centre of rivets.									how secured to the sides of the ship			
Butts from Keel to turn of bilge, worked carvel with a lining piece (3/4 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									size of vertical angle iron and their distance apart			
Edges from bilge to sheerstrake, worked carvel with a lining piece (1/2 in.) thick, or clencher, 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												
Edge of Sheerstrake, double or single rivetted?												
Butts from bilge to planksheers, worked carvel with a lining piece (3/4 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) Breadth of laps in single rivetting ()												
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?												
Planksheer, how secured to the plating of the sides									Explain by sketch			
Waterway, how secured to the plating of the sides									if necessary.			
Deck Beams, how secured to the side?									Beam ends turned down			
Hold or Lower Deck									Beam ends turned down			
Paddle												
No. of breasthooks									how are pointers compensated?			
What description of iron is used for the angle iron and plate iron in the vessel?									Mossend Iron Co.			

Builder's Signature
Lawrence Hill & Co.

4115 2m

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 .	Weights.
✓	Fore Sails,	Chain ^{long ends} <u>300</u>	<u>4 1/2</u>	Bower, ^{long ends} <u>1</u>	<u>37.0.4</u>
Two	Fore Top Sails,	" ^{Stagnant link 10.10.} <u>90</u>	<u>1 1/2</u>	" ^{long ends} <u>1</u>	<u>36.2.16</u>
Two	Fore Topmast Stay Sails,	Hempen Stream Cable <u>70</u>	<u>10</u>	" ^{long ends} <u>1</u>	<u>31.1.14</u>
✓	Main Sails,	Hawser <u>90</u>	<u>8</u>	Stream, <u>1</u>	<u>11.3.20</u>
✓	Main Top Sails,	Towlines <u>90</u>	<u>6</u>	Kedge, <u>1</u>	<u>6.0.24</u>
and		Warp <u>90</u>	<u>5 1/2</u>	" <u>1</u>	<u>3.0.0</u>
		All of <u>Good</u> quality.	<u>5</u>		

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.
 She has One Life Long Boat and Seven others
 The present state of the Windlass is Good with patent purchase. Two Capstans Good and Rudder Good Pumps Two best metal Good

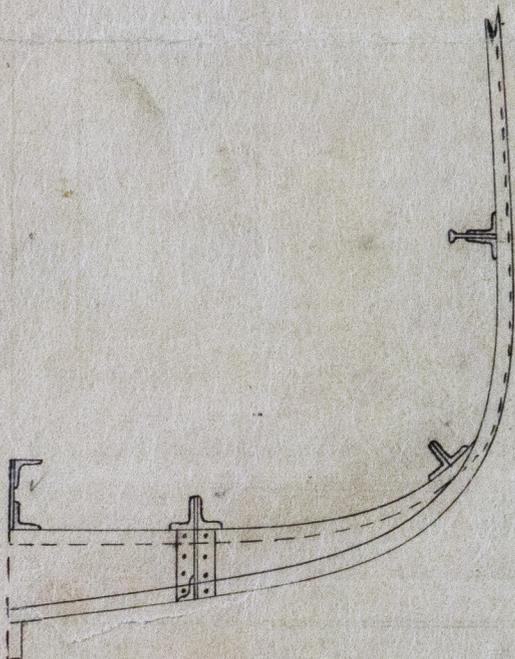
General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

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

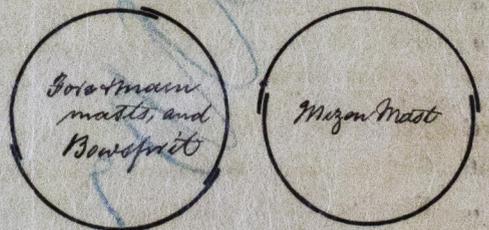
DATES of Surveys held while building, as per Section 17. } Specially surveyed while building from 11th March 1864 to 10th May 1865 in all 41 visits.

This vessel has been built under special survey as per Order N^o 316; has iron gutter waterways, with full poop and fore-castle, with a deck house amidships for part of the crew. The butt straps of sheerstrakes extend from the frame abreast to the frame abaft the butt; and the stringer plate on the ends of upper deck beams are treble rivetted.

The certificates of Bower Anchors are dated 5th Sept. & 22nd Decr 1864, and 13th February 1865; and for stream Anchor 16th January 1865, and all signed by Wm Macdonald, Superintendent, Mersey Docks & Harbour Board, Chain & Anchor Testing Department. The certificates of Bower Chain Cables are dated 9th February 1865, and the stream chain 23rd February 1865, and signed by James Haslam, Chain Test Works, Liverpool.



Masts &c	Thickness of Plating	Rivelling of Butts	Rivetting of Edges	Diameter
Fore Mast	7/8	Treble	Double	29 inches
Main Mast	7/8	"	"	29 inches
Mizen Mast	7/8	"	"	22 inches
Bowsprit	7/8	"	"	24 inches



In what manner are the surfaces preserved from oxidation? Portland Cement between the floors to upper part of bilges; inside and outside with three coats of Red lead, and two coats of Messrs Innes's composition on bottom.

I am of opinion this Vessel should be classed A 1.

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

Special£ 53 : 11 : "
 Certificate (if required)£ " : " : "

Committee's Minute 19th May 1865

Character assigned A
To have fee 1/2 to R.C.E. / 22/5/65

H. J. B. Field
Robt. Lusk
 I concur in the above recommendation
 18th May 1865
 Lloyd's Register Foundation