THE NEW COAST SURVEY STEAMER.

LAUNCH OF A VESSEL FOR THE ALASKAN COAST SURVEY.

In spite of the cold and cheerless weather yesterday a large number of ladies and gentlemen witnessed the launching of the new coast survey steamer, named after the late Superintendent of the Coast and Geodetic Survey, Carlile P. Patterson. The launch took place at James D. Leary's ship-yard, at Williamsburg. Miss Katie Patterson, the daughter of the late Superintendent, christened the vessel with a gaily decked bottle of champagne. At 11 o'clock the steamer glided gracefully into the water, her arch of Stars and Stripes floating in the breeze, while the surrounding tugs uttered their usual melancholy notes, indicative of welcome. Then everybody shook hands with everybody else and the ladies said that the launch was "just too beautiful for anything." Among those present were Prof. J. E. Hilgard, Superintendent of the Survey; Mr. W. B. Morgan, Disbursing Agent; Mr. Granger, Lieut. R. M. G. Brown, of the Alarm; Mrs. Miller, wife of the California Senator, and daughter; Commander C. M. Chester, Hydropathic Inspector: Mr. Neely Thompson, Lieuts. Clover, Heald, and Winslow, Mr. Pierre de Montague, Commanders T. F. Kane and J. C. Watson, Commodore Upshur, Chief Engineer Magee, Miss Nina Karney, Mrs. George J. Stevens and daughter, the Rev. Dr. Clover, Lieut. Fremont, of the Drift; Mrs. H. J. Thomas, and Mr. George Upshur.

The Carlile P. Patterson is destined to survey the coast of Alaska, the scheme for the continuous survey of which was first planned by the late Superintendent. The new vessel is a steam propeller, barkentine rig, of 718 tons displacement, with double topsail yards. She is built of wood, by James D. Leary. The estimated rate of speed of the Patterson is 7 knots under steam. The length of the vessel is 160 feet, the breadth 27¼ feet, and the depth of hold is 10 feet 4½ inches. The draught of water forward is 11 feet, and aft, 13 feet. It was under the direction of the present Superintendent, Prof. J. E. Hilgard, that the special appropriation of $100,000 for the building of the vessel became available. The plans for construction were drawn under the direction of Mr. S. H. Pook, United States Navy, from designs furnished by Commander C. M. Chester. Lieut. Richardson Clover, who is to be commander of the Patterson, supervised the construction of the hull. The frame of the vessel is of white oak, with tops of cedar. The planking and beams are of Georgia yellow pine, the upper deck is of white and the main deck of yellow pine. The Patterson has five water-tight bulkheads, three of wood and two of iron. The vessel is diagonally braced with iron braces 3½ inches wide and ½ inch thick. The upper deck has a clearance of seven feet between decks. The standing rigging is of the best galvanized charcoal iron wire. She is to be furnished with two Herreschoff steam launches, two cutters, two whale-boats, and a dingy. The pilot-house is abaft the fore hatch, and the top of this house will be used by the observers when surveying. The cabin is just forward of the rudder, and has two state-rooms and bath-room. The ward-room is 38 feet 8 inches long, and has 12 state-rooms and a pantry.

Forward of the wardroom is the deck-house, which is 62 feet long and 13 feet wide. It is divided into an engine-room 8 feet 3 inches in length, a boiler and store-room 21 feet 3 inches in length, a galley of 8 feet, a forward pantry of 6 feet, and a draughting-room of 12 feet. The berth deck is 22 feet long, and under this deck are 4 water-tanks, holding 2,500 gallons, and 7 store-rooms under the cabin and ward-room. The Patterson has one fore and aft vertical compound engine. The cylinders are 17 and 31 inches in diameter, with 28-inch stroke. The boiler is made of Otis steel, and has a tensile strength of 65,000 pounds per square inch. The tubes of the boiler are of wrought iron. The propeller is of cast iron, 8 feet in diameter, with four blades. The vessel will be manned by 13 officers and 40 men, who will be detailed from the Navy Department. Her first sail for Alaska will be in the Spring, and it is expected that she will be ready for active operations in the beginning of March, 1885.

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