

No. 837 Survey held at Guernsey Date 22nd of October

Re 25/10/64

1864

on the ship Golden Spirit

Master W. Williams Leach

Tonnage Old 656 50/100 Built at Guernsey

When built 1864 Launched 15 Oct 1864

By whom built M^r Peter Ogier

Owners Mess^{rs} G. F. Carrington & Co.

Port belonging to Guernsey Destined Voyage Shanghai via Swansea

Surveyed while Building, Afloat, or in Dry Dock

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		17 1/2	4 10			31	4 10			19	9 1/2
		Sided,	Moulded.			REQUIRED PER RULE.		Thickness of Plank.		Under the Hold Beam	
						Sided.	Moulded.				

Lower iron

Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

Part No.			Fathoms.	Inches.		No.	Weight.
<i>having double</i>	Fore Sails, <i>1 spare</i>	<i>Brown Lenox & Co.</i>	<i>270</i>	<i>1 7/8</i>	<i>Brown Lenox & Co.</i>	<i>22</i>	<i>22-1-2 1/2</i>
<i>Left sails</i>	Fore Top Sails, -	<i>Chain</i>	<i>60</i>	<i>1 1/8</i>	<i>W. & A. M. & Co.</i>	<i>22</i>	<i>22-1-2 1/2</i>
<i>Complete</i>	Fore Topmast Stay Sails, <i>1 1/2</i>	<i>Stream Cable</i>	<i>90</i>	<i>8</i>	<i>W. & A. M. & Co.</i>	<i>19</i>	<i>19-0-12</i>
<i>With two</i>	Main Sails, <i>1 spare</i>	Hawser	<i>60</i>	<i>10</i>	Stream,		<i>1-11-00</i>
<i>double topsails</i>	Main Top Sails,	Towlines	<i>90</i>	<i>5</i>	Kedge,		<i>5-0-0</i>
<i>to spare</i>		Warp			<i>Produced</i>	<i>2</i>	<i>2-2-0</i>
		All of <i>good</i> quality.					

Her Standing and Running Rigging *good* sufficient in size and *good* in quality.

She has *one* Long Boat and *one* Schiff and *Gig*

The present state of the Windlass is *iron* Capstan *2-iron* Rudder *good* Pumps *2-iron by Messrs. P. & S.*

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	<i>9th of January 1864</i>
2nd. When the Beams are put in, &c.	<i>29 of March 1864</i>
3rd. { When completed, and before the } { plank be painted or payed }	<i>30 of July 1864</i>

Built under roof and specially surveyed while building in accordance with the Rules sect. 52. also surveyed by the late W. Goss in the first stage of the second by Mr. Bonninell. Having an elliptical form of stern, the materials used are of date quality size and description herein specified with excellent workmanship, including the caulking proved by pieces cut out of the bottom plank; is strongly fastened with screws, Copper & yellow metal bolts in all external fastenings including the Cant timbers against fore and after deadwood. all the through bolts are of Copper and clenched. to the entire exclusion of iron except the flat top of the Deadwood is fastened with Galvanizer spiked downed over. Some air courses in accordance to sect. 37 and iron stanchions under all the Deck and Hold beams. The Stateries, shelves and Clamps are all bolted in every timber through and clenched, she is abundantly found and equipped in a superior style and manner. —

Testing Certificates of Admiralty proof strain Chain Cables and Bower Anchors, at the West India Dock, produced dated London 17th of September 1864

Maker's Name.

Brown Lenox & Co

Signed *Thos. M. Gladstone*
Superintendent
Proving House, Ropery

also the Society's Surveyor Certificate dated 5th of Oct. 64 of having inspected the Materials and Construction of three Iron Masts (above stated) at the factory of Hodge & Co. Linthouse on the 15th ult. Produced —

Signed *Samuel Peterson*

Present condition of Caulking of Bottom, *good* Deck, *good* and Waterways *good*

If Sheathed, Doubled, Felted, or Coppered *yellow metal over which paper* When last done *now, on the 10th*

I am of opinion this Vessel should be Classed *As 12 years - say 12 years materials*

The Amount of the Fee.....£ *5* is received by me,

Special£ *39. 16. -*

Certificate£ *gratis*

Committee's Minute *25th October 1864*

Character assigned

1 for 14 years

(A.C.P.)

12 years as

Peter Collins
Surveyor