

IRON SHIPS.

No. 440 Survey held at Sunderland Date September 26th 1868
 on the "Golden Russet" Master Hull
 Tonnage under tonnage deck 395-42 Built at Sunderland When built 1868 Launched Aug 29/68
 Ditto of poop & house or spar deck 27-26 By whom built Messrs Messing Owners Mr Brown & Co
 Ditto of engine room 422-68
 Deduct for crew stowage 23-31
 Total Register tonnage 399-37 Port belonging to Sunderland Destined Voyage Singapore
 Gross tonnage
 Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	Nº. of Decks
Length aloft	<u>147</u>	0	Extreme Breadth	<u>27</u>	0			<u>one</u>
(Dimensions of Ship per Register, length <u>150</u> breadth <u>27</u> depth <u>16</u>)								
Keel, if bar iron, depth and thickness	<u>6 1/2 x 3 1/4</u>		Inches in Ship.	<u>6 1/2 x 2 1/2</u>		Inches required per Rule.		
" if plate iron, breadth and thickness	<u>6 1/2 x 2 1/4</u>		Inches in Ship.	<u>6 1/2 x 2 1/2</u>		Inches required per Rule.		
Stem, if bar iron, moulding and thickness	<u>6 1/2 x 2 1/4</u>		Inches in Ship.	<u>6 1/2 x 2 1/2</u>		Inches required per Rule.		
" if plate iron, breadth and thickness	<u>6 1/2 x 2 1/4</u>		Inches in Ship.	<u>6 1/2 x 2 1/2</u>		Inches required per Rule.		
Stern-post, if bar iron, moulding and thickness	<u>6 1/2 x 2 1/4</u>		Inches in Ship.	<u>6 1/2 x 2 1/2</u>		Inches required per Rule.		
" if plate iron, breadth and thickness	<u>6 1/2 x 2 1/4</u>		Inches in Ship.	<u>6 1/2 x 2 1/2</u>		Inches required per Rule.		
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		Inches in Ship.	<u>21</u>		Inches required per Rule.		
Frames, Size of Angle Iron, single or double	<u>3 1/2 x 2 1/2</u>		Inches in Ship.	<u>3 1/2 x 2 1/2</u>		Inches required per Rule.		
" Reversed Iron, if to every frame	<u>3 1/2 x 2 1/2</u>		Inches in Ship.	<u>3 1/2 x 2 1/2</u>		Inches required per Rule.		
" every other frame	<u>3 1/2 x 2 1/2</u>		Inches in Ship.	<u>3 1/2 x 2 1/2</u>		Inches required per Rule.		
Floors, depth and thickness of Floor Plate at mid line	<u>18</u>		Inches in Ship.	<u>18</u>		Inches required per Rule.		
" Ditto ditto at Bilge Keelson	<u>7 1/2</u>		Inches in Ship.	<u>7 1/2</u>		Inches required per Rule.		
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>2 1/2 x 2 1/2</u>		Inches in Ship.	<u>2 1/2 x 2 1/2</u>		Inches required per Rule.		
Beams, Deck (No. <u>37</u>) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7</u>		Inches in Ship.	<u>7</u>		Inches required per Rule.		
" double or single Angle Iron, on upper edge	<u>2 1/2 x 2 1/2</u>		Inches in Ship.	<u>2 1/2 x 2 1/2</u>		Inches required per Rule.		
" average space between	<u>3</u>		Inches in Ship.	<u>3</u>		Inches required per Rule.		
" Hold, or Lower Deck (No. <u>26</u>) double Angle, Tee, Plate, or Bulb Iron	<u>7</u>		Inches in Ship.	<u>7</u>		Inches required per Rule.		
" double or single Angle Iron on upper edge	<u>2 1/2 x 2 1/2</u>		Inches in Ship.	<u>2 1/2 x 2 1/2</u>		Inches required per Rule.		
" average space between	<u>3</u>		Inches in Ship.	<u>3</u>		Inches required per Rule.		
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	<u>30</u>		Inches in Ship.	<u>30</u>		Inches required per Rule.		
" Engine	<u>30</u>		Inches in Ship.	<u>30</u>		Inches required per Rule.		
Keelson, single or double plate, box, or intercostal	<u>30</u>		Inches in Ship.	<u>30</u>		Inches required per Rule.		
" Size of Plates	<u>30</u>		Inches in Ship.	<u>30</u>		Inches required per Rule.		
" Size of Angle Irons	<u>30</u>		Inches in Ship.	<u>30</u>		Inches required per Rule.		
" Side, single or double, plate, box, or intercostal	<u>30</u>		Inches in Ship.	<u>30</u>		Inches required per Rule.		
" Bilge (No. <u>1</u>) at each Bilge, single, or double, plate, or box	<u>30</u>		Inches in Ship.	<u>30</u>		Inches required per Rule.		
Transoms, material <u>iron</u> or, if none, in what manner compensated for.	<u>iron</u>		Inches in Ship.	<u>iron</u>		Inches required per Rule.		
Knight-heads, and Hawse Timbers <u>iron</u>	<u>iron</u>		Inches in Ship.	<u>iron</u>		Inches required per Rule.		
The Frames extend in one length from <u>Keel</u> to <u>gunwale</u>	<u>Keel</u>		Inches in Ship.	<u>gunwale</u>		Inches required per Rule.		
The reverse angle irons on the floors extend in one length across the middle line from <u>upper part of bilge</u> to <u>upper part of bilge in alternate frames</u>	<u>upper part of bilge</u>		Inches in Ship.	<u>upper part of bilge in alternate frames</u>		Inches required per Rule.		
" on the frames " " from <u>near middle line</u> to <u>gunwale in alternate frames</u>	<u>near middle line</u>		Inches in Ship.	<u>gunwale in alternate frames</u>		Inches required per Rule.		
Keelson, how are the various lengths of plates or angle irons connected? <u>Butt straps</u>	<u>Butt straps</u>		Inches in Ship.	<u>Butt straps</u>		Inches required per Rule.		
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (<u>3/4</u> ins.) diameter, averaging (<u>2 1/2</u> ins.) apart.	<u>double</u>		Inches in Ship.	<u>at upper edge, with rivets (3/4 ins.) diameter, averaging (2 1/2 ins.) apart.</u>		Inches required per Rule.		
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> ins.) apart.	<u>double</u>		Inches in Ship.	<u>double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.</u>		Inches required per Rule.		
" Butts from Keel to turn of bilge, worked carvel with butt straps (<u>9</u> thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> ins.) apart.	<u>9</u>		Inches in Ship.	<u>thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.</u>		Inches required per Rule.		
" Edges from bilge to sheerstrake, worked carvel with a lining piece (<u>9</u> thick, or clencher, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> in.) apart.	<u>9</u>		Inches in Ship.	<u>thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart.</u>		Inches required per Rule.		
" Edges of Sheerstrake, double or single rivetted? At upper edge <u>to gunwale angle iron</u> At lower edge <u>double</u>	<u>double or single rivetted?</u>		Inches in Ship.	<u>At upper edge to gunwale angle iron At lower edge double</u>		Inches required per Rule.		
" Butts from bilge to planksheers, worked carvel with butt straps (<u>9</u> thick, double or single rivetted; with rivets (<u>3/4</u> in.) diameter, averaging (<u>2 1/2</u> ins.) apart. Breadth of laps in double rivetting (<u>4 1/2</u>) Breadth of laps in single rivetting (<u>all double</u>)	<u>9</u>		Inches in Ship.	<u>thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (4 1/2) Breadth of laps in single rivetting (all double)</u>		Inches required per Rule.		
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Butt straps</u>	<u>Butt straps</u>		Inches in Ship.	<u>Butt straps</u>		Inches required per Rule.		
Planksheer, how secured to the plating of the sides	<u>Planksheer</u>		Inches in Ship.	<u>Planksheer</u>		Inches required per Rule.		
Deck Beams, how secured to the side? <u>Rivetted to Frames & Stringer Plates</u>	<u>Rivetted to Frames & Stringer Plates</u>		Inches in Ship.	<u>Rivetted to Frames & Stringer Plates</u>		Inches required per Rule.		
Hold or Lower Deck ditto <u>ditto</u>	<u>ditto</u>		Inches in Ship.	<u>ditto</u>		Inches required per Rule.		
Paddle " " <u>ditto</u>	<u>ditto</u>		Inches in Ship.	<u>ditto</u>		Inches required per Rule.		
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Angle & Tee</u>	<u>Angle & Tee</u>		Inches in Ship.	<u>Angle & Tee</u>		Inches required per Rule.		
Manufacturer's name or trade mark <u>iron by Messrs. Ryack & Co. Plates by Mr. Hartshorn</u>	<u>iron by Messrs. Ryack & Co. Plates by Mr. Hartshorn</u>		Inches in Ship.	<u>iron by Messrs. Ryack & Co. Plates by Mr. Hartshorn</u>		Inches required per Rule.		
We certify that the above is a correct description of the several particulars therein given.	<u>We certify that the above is a correct description of the several particulars therein given.</u>		Inches in Ship.	<u>We certify that the above is a correct description of the several particulars therein given.</u>		Inches required per Rule.		
Builder's Signature <u>Messrs. Messing</u> Surveyor's Signature <u>John Martin</u>	<u>Messrs. Messing</u>		Inches in Ship.	<u>John Martin</u>		Inches required per Rule.		

6587 Iron

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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? well fitted
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid Piece
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes generally 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 in Butts

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.)

The Main & Fore Mast & Bowsprit are Iron formed of two plates & three angle irons inside. The plates 5/16 thick, ends 5/16. Edges single rivetted & Butts double rivetted. Angle Irons 3 1/4 x 2 3/4 - 7/16. The Masts have a doubling plate at the upper of Beams & the Bowsprit at the Knightheads.
See Sketch attached.

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N ^o .			Fathoms.	Inches.	Tested to Tons.	N ^o .	Weight. Ex. Stock	Tested to Tons.
2	Fore Sails,	Chain	240	1 5/16	✓ 31	3	✓ 15-2-21	✓ 17-3-0-14
4	Fore Top Sails,	Hempen Stream Cable	80	8 1/2	✓		✓ 15-2-8	✓ 17-0-5-21
2	Fore Topmast Stay Sails,	Hawser <i>Span</i>	60	7 1/16	✓		✓ 13-1-0	✓ 14-15-1-14
2	Main Sails,	Towlines	80	6 1/2	✓	1	✓ 16-1-17	- - -
4	Main Top Sails,	Warp	80	5	✓	2	✓ 8-1-0	✓ 1-3-16
and <i>others well found</i>		All of <i>Good</i> quality.						
Her Standing and Running Rigging		are			sufficient in size and <i>Good</i> in quality.			
She has		<i>one</i> Long Boat and <i>two others</i>						
The present state of the Windlass is		<i>Good</i>			Capstan <i>Good</i> and Rudder <i>Good</i> Pumps <i>Good</i>			

Order for Special Survey DATES of
 No. 2089 Surveys held
 Date June 10/68 while building
 Order for Ordinary Survey as per
 No. _____ Section 18.
 Date _____
 1st. On the several parts of the frame, when in place, and before the plating was wrought Built under
 2nd. On the plating during the progress of rivetting Special Survey & Surveyed
 3rd. When the beams were in and fastened, and before the decks were laid 1868, March 31, May 28, June 4, 6, 11, 13, 15, 23
 4th. When the ship was complete, and before the plating was finally coated 29, 30, July 1, 7, 14, 21, 24, 27, Aug 3, 10, 12, 19
 5th. After the ship was launched 26, 28, Sept 5, 12, 14, 19, 11, 16, 17, 26.
 State if she has a Spar Deck No Poop 1/2 Poop or Forecastle Monkey Forecastle

General Remarks,

The Edges of the outside plating are all double rivetted, single being allowed from the upper part of the bilges to topsides. There is double angle iron stringers below the lower hold beams, a plate of Bull Iron fitted between the Bilge Keelson double angle iron, and an Intercostal Keelson between the bilge and main keelson secured to the outside plating all in excess of the Rules.

Certificate for the Tests of Chain Cable & Anchor have been produced issued from the Sunderland Public Testing House & the Mean Public Testing House signed by John Hartley

In what manner are the surfaces preserved from oxidation? Inside Red Paint & Cement
 Ditto ditto Outside Red Paint

I am of opinion this Vessel should be Classed A1 Seehouse Martindale

The amount of the Fee£ 3 : 6d. is received by me.
 Special£ 10 : 15 : 20
 Certificate (if required)£ : : :
Oct 1868

Committee's Minute 13th October 1868

Character assigned A1 WMS

This Vessel appears eligible for the Classification mentioned above

