

IRON SHIPS.

No. 2989 Survey held at Glasgow Date 12th July 1869
 on the Ship "Golden Plover" Master Mr. McIntyre
 Tonnage under tonnage deck 1193.17 Built at Glasgow When built 1869 Launched 10 June 1869
 Ditto of poop or spar deck 125.65
 Ditto of engine room 4 By whom built Barclay, Curle & Co. Owners J. H. Carmichael
 Total Register tonnage 1257.26 Port belonging to Greenock Destined Voyage Calcutta
 Gross Tonnage 1257.26

Surveyed while Building, Afloat, or in Dry Dock whilst building and afloat

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.	N ^o . of Decks
220			36.8			22.5					Two
(Dimensions of Ship per Register, length <u>229.5</u> breadth <u>36.8</u> depth <u>22.5</u>)											
Keel, if bar iron, depth and thickness	10 1/2 x 3 1/2		Inches in Ship.		Inches required per Rule.		for 1200 tons Scale.				
" if plate iron, breadth and thickness	10 1/2 x 3 1/2		9 x 3								
Stem, if bar iron, moulding and thickness	10 1/2 x 3 1/2		8 1/2 x 3								
" if plate iron, breadth and thickness	9 x 3		8 1/2 x 3								
Stern-post, if bar iron, moulding and thickness	2 1/2 x 3		24								
" if plate iron, breadth and thickness	2 1/2 x 3		24								
Distance of Frames from moulding edge to moulding edge, all fore and aft	2 1/2		24								
Frames, Size of Angle Iron, single or double	5 x 3		5 x 3		9 1/2						
Reversed Iron, if to every frame	to the upper part of		to the upper part of		to the upper part of						
or every other frame	to the upper part of		to the upper part of		to the upper part of						
Floors, depth and thickness of Floor Plate at mid line	2 1/2		2 1/2		10 1/2						
" Ditto ditto at Bilge Keelson	10		10		10 1/2						
" Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3 1/2 x 3		3 1/2 x 3		8 1/2						
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	9		9		9 1/2						
" " double or single Angle Iron, on upper edge	3 1/2 x 3		3 x 3		6 1/2						
" " average space between centres	48		48		48						
" Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron	9		9		9 1/2						
" " double or single Angle Iron, on upper edge	3 1/2 x 3		3 x 3		6 1/2						
" " average space between centres	48		48		48						
" Paddle, sided and moulded, thickness of Plate size of Angle Iron	2 1/2		2 1/2		10 1/2						
" Engine " " " " "	2 1/2		2 1/2		10 1/2						
Keelson, single or double plate, box, or intercostal	2 1/2		2 1/2		10 1/2						
" Size of Plates	2 1/2		2 1/2		10 1/2						
" Size of Angle Irons	5 1/2 x 4 1/2		5 1/2 x 4 1/2		9 1/2						
" Side, single or double, plate, box, or intercostal	22		22		11 1/2						
" Bilge (No.) at each Bilge, single, or double, plate, box	5 1/2 x 4 1/2		5 1/2 x 4 1/2		9 1/2						
Transoms, material, if none, in what manner compensated for.											
Knight-heads, and Hawse Timbers	Iron Frames										
The Frames extend in one length from middle line to Gunwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart											
The reverse angle irons on the floors extend in one length across the middle line from the upper part of Hold Beams											
Stringer Angle Bar on the frames " " " from and to the Gunwale on alternate Frames											
Keelson, how are the various lengths of plates or angle irons connected?	By a Bulb Bar let down & butt straps.										
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart.											
" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart.											
" Butts from Keel to turn of bilge, worked carvel with butt straps (1/2 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart.											
Do the butt straps lap over and rivet through the lands of the strake below? No											
" Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart.											
Do the butt straps lap over and rivet through the lands of the strake below? No											
" Edges of Sheerstrake, double or single rivetted? At upper edge Single to Bulwarks At lower edge Double											
" Butts from bilge to planksheers, worked carvel with butt straps (1/2 in.) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (3 1/2 in.) apart. Breadth of laps in double rivetting (4 in.) Breadth of laps in single rivetting (4 in.)											
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double											
Planksheer, how secured to the plating of the sides Explain by sketch Non Bulwarks											
Waterway " " planksheer and to the Beams if necessary. Gunwale											
Deck Beams, how secured to the side? Beam ends turned down with welded knees riv? to Frames											
Hold or Lower Deck ditto											
Paddle " " No. of breasthooks Five crutches Five											
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Crossed Angle Bar											
Manufacturer's name or trade mark Payhead Boiler Plate											
We certify that the above is a correct description of the several particulars therein given.											
Builder's Signature Barclay, Curle & Co.	Surveyor's Signature J. B. Dalrymple										

7222 Lm

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? 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, butt straps, 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 in corners of 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.

Samples broke at 74 & 84 Tons

She has SAILS.		CABLES, &c., tested at <u>Low Walker by R. Burrell</u>				ANCHORS, tested at <u>Low Walker by R. Burrell</u>			
		No. on Chain seen by me.	No. and date on Certificate	Fathoms	Inches	Tested to Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate
Fore Sails,	Chain	2987	2987	300	1 1/2	59 1/2	Bowers	3	2989
Fore Top Sails,	Hemp	3009	2971				3 rd Bower tested at		2971
Fore Topmast Stay Sails,	Stream Cable		5/9/68	90	10		Geog. by W. Taylor	7093	5/9/68
Main Sails,	Hawser			90	1		Stream	8001	5/9/68
Main Top Sails,	Towlines			90	9 1/2		Kedges		5/9/68
	Warp			90	6				
	All of <u>Good</u> quality.								

Her Standing and Running Rigging Good sufficient in size and Good in quality.

She has Two 24 ft. Long Boat and 22 ft. Pinnace & 20 ft. Sloop
 The present state of the Windlass is New Capstan New and Rudder New Pumps Efficient

Order for Special Survey DATES of
 No. 581 Surveys held
 Date Nov. 27/68 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
 2nd. On the plating during the progress of rivetting Built under special survey
 3rd. When the beams were in and fastened, and before the decks were laid from the 29th Aug.
 4th. When the ship was complete, and before the plating was finally coated till 12th July 1869
 5th. After the ship was launched

State if she has a Spar Deck No Poop Yes or Forecastle Yes

General Remarks, The Frames are spaced 24 ins apart and are doubled with Angle Bars the same size as Frames for half the ships length in midships. The Fore, main, Mizzen & Bowsprit of iron each of four plates to 3/5 thick lands double clench and butts treble carvel rivetted. The Fore, main and lower Topsail Yards each of two plates the former of iron the latter of Steel to 5/8 to 3/4 thick, lands single clench and butts treble carvel rivetted. The remainder of the spars are of Wood.

In what manner are the surfaces preserved from oxidation? Inside Plat of Bottom with Portland Cement
 Ditto ditto Outside Red lead and Patent Grease

I am of opinion this Vessel should be Classed A. 1
 The amount of the Fee£ 5 : : : is received by me,
July 1869 Special£ 63.17 : :
 Certificate (if required)£ 20 : : :

Committee's Minute 16th July 18 69

Character assigned A / 1 WMS
Examined B.

McLinton
 I am of opinion this Sailing Ship built by Low Walker is eligible for Classification as recommended above. LL July 15/69