

IRON SHIPS.

Rec 15/7/69

No. 2989 Survey held at Glasgow Date 12th July 1869
 on the Ship "Golden Fleece" 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
 Gross Tonnage 60.56 Port belonging to Greenock Destined Voyage Calcutta

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

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse.	N ^o . of Decks
220	36.8	22.5			Two
<i>(Dimensions of Ship per Register, length 229.5 breadth 36.8 depth 22.5)</i>					
Keel, if bar iron, depth and thickness	10 1/2 x 3 1/2	Inches in Ship. 10 1/2 x 3 1/2	Inches required per Rule. for 1200 tons Scale. 9 x 3		Plates in Garboard Strakes, breadth and thickness 36 x 1 3/8
Keel, if plate iron, breadth and thickness					Ditto from Garboard to upper part of Bilges.. 1 7/8
Stem, if bar iron, moulding and thickness	10 1/2 x 3 1/2	10 1/2 x 3 1/2	8 1/2 x 3		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold 1 1/8
Stem, if plate iron, breadth and thickness					from 3/4ths depth of Hold to lower edge of Sheerstrake 1 1/8
Stern-post, if bar iron, moulding and thickness	9 x 3	9 x 3	8 1/2 x 3		Sheerstrake, breadth and thickness 36 x 1 3/8
Stern-post, if plate iron, breadth and thickness					Butt Straps to outside plating, breadth and thickness 11 x 1 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 32 x 5
Frames, Size of Angle Iron, single or double	5 x 3	5 x 3	5 x 3		Angle Iron on ditto 5 x 4 1/2
Reversed Iron, to every frame					Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways.. 14 x 7
or every other frame					Diagonal Tie Plates on ditto 14 x 7
Floors, depth and thickness of Floor Plate at mid line	2 1/2	2 1/2	2 1/2		Planksheer, materials and scantlings <u>Iron Bulwarks</u>
Ditto ditto at Bilge Keelson	10	10	10		Waterway ditto ditto <u>Copper</u>
Size of Reversed Angle Iron, and No. 1 & 2 at top of Floor Plate	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3		Flat of Upper Deck, thickness and material.. <u>4 Yellow Pine</u>
Beams, Deck (N ^o .) double Angle Iron, Plate, Tee, or Bulb Iron	9	9	9		how fastened to Beams.. <u>nut and screw bolts</u>
double or single Angle Iron, on upper edge	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3		Ceiling betwixt Decks and in Hold, thickness and material.. <u>3 1/2 Pine</u>
average space between centres	48	48	48		Clamps or Spirketting ditto
Hold, or Lower Deck (N ^o .) double Angle, Tee, Plate, or Bulb Iron	9	9	9		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 24 x 7
double or single Angle Iron, on upper edge	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 14 x 7
average space between centres	48	48	48		Stringers in Hold 5 1/2 x 4 1/2
Paddle, sided and moulded, thickness of Plate size of Angle Iron					Flat of Lower Deck, thickness and material.. <u>3 Yellow Pine</u>
Engine					Main piece of Rudder, diameter at head 6
Keelson, single or double plate, box, or intercostal	Intercostal	Intercostal	24		" " " at heel 3 1/2
Size of Plates	24	24	9		(Can the Rudder be unshipped afloat) <u>Yes</u>
Size of Angle Irons	5 1/2 x 4 1/2	5 1/2 x 4 1/2	5 1/2 x 4 1/2		Bulkheads, N ^o <u>One</u> Thickness of <u>7</u>
Side, single or double, plate, box, or intercostal	22	22	22		Height up upper deck
Bilge (No. at each Bilge), single, or double, plate, box	5 1/2 x 4 1/2	5 1/2 x 4 1/2	5 1/2 x 4 1/2		how secured to the sides of the ship <u>riveted between top & 1/2</u>
Transoms, material <u>Iron</u> , if none, in what manner compensated for.					size of vertical angle irons <u>2 x 3</u> and their distance apart <u>30</u>
Knight-heads, and Hawse Timbers <u>Iron Frames</u>					The Frames extend in one length from <u>middle line to Gunwale</u> rivetted through plates with (1/2 in.) rivets, about (6 in.) apart
The Frames extend in one length from <u>middle line to Gunwale</u> rivetted through plates with (1/2 in.) rivets, about (6 in.) apart					The reverse angle irons on the floors extend in one length across the middle line from <u>to the upper part of Hold Beam</u>
Keelson, how are the various lengths of plates or angle irons connected? <u>By a Bulb Bar let down & butt straps.</u>					Stringer Angle Bar on the frames " " " from <u>and</u> to the Gunwale on alternate Beams
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 (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 (1/2 in.) diameter, averaging (3 1/2 in.) apart.					Butts from Keel to turn of bilge, worked carvel with butt straps (1 3/8 x 1 3/8) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>
Butts from Keel to turn of bilge, worked carvel with butt straps (1 3/8 x 1 3/8) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart.					Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>
Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart.					Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single to Bulwarks</u> At lower edge <u>Double</u>
Edges of Sheerstrake, double or single rivetted? At upper edge <u>Single to Bulwarks</u> At lower edge <u>Double</u>					Butts from bilge to planksheers, worked carvel with butt straps (1 3/8 x 1 3/8) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart. Breadth of laps in double rivetting () Breadth of laps in single rivetting ()
Butts from bilge to planksheers, worked carvel with butt straps (1 3/8 x 1 3/8) thick, double or single rivetted; with rivets (1/2 in.) diameter, averaging (3 1/2 in.) apart.					Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>Double</u>					Planksheer, how secured to the plating of the sides Explain by sketch <u>Iron Bulwarks</u>
Planksheer, how secured to the plating of the sides Explain by sketch <u>Iron Bulwarks</u>					Waterway " " planksheer and to the Beams if necessary. <u>Copper</u>
Waterway " " planksheer and to the Beams if necessary. <u>Copper</u>					Deck Beams, how secured to the side? <u>Beam ends turned down with welded knees riv? to Frames</u>
Deck Beams, how secured to the side? <u>Beam ends turned down with welded knees riv? to Frames</u>					Hold or Lower Deck ditto <u>Yes</u>
Hold or Lower Deck ditto <u>Yes</u>					Paddle " " No. of breasthooks <u>Five</u> crutches <u>Five</u>
Paddle " " No. of breasthooks <u>Five</u> crutches <u>Five</u>					What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. <u>Iron and Angle Bar</u>
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c. <u>Iron and Angle Bar</u>					Manufacturer's name or trade mark <u>Paythead Boiler Plate</u>
Manufacturer's name or trade mark <u>Paythead Boiler Plate</u>					We certify that the above is a correct description of the several particulars therein given.
We certify that the above is a correct description of the several particulars therein given.					Builder's Signature <u>Barclay, Curle & Co.</u> Surveyor's Signature <u>L. B. Dalrymple</u>

IRON 444-0270

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Workmanship. Are the lands or laps of the clenwork 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>How Walker by R. Burrell</u>				ANCHORS, tested at <u>How Walker by R. Burrell</u>					
No.		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate	Weight Ex. stock.	Tested to. Tons.
Fore Sails,	Chain	2987	2987	300	1 1/2	59 7/10	Bowers	3	2989	2989	31.0.2.14
Fore Top Sails,	Hempen	3009	2971/68				3 rd Bower tested at		2971/68	2971/68	27.6.3.0
Fore Topmast Stay Sails,	Stream Cable		5/8/68	90	10		Geasgow by W. Taylor		7093	2971/68	27.6.3.0
Main Sails,	Hawser			90	1		Stream		8001	19/3/69	32.0.2.30.5.1.4
Main Top Sails,	Towlines			90	9/16		Kedges			8001	14.3.25
and	Warp			90	6						6.1.10
	All of <u>Good</u> quality.										3.1.10

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

She has Two 24 ft. Long Boats and 29 ft. Pinnace & 20 ft. Gig

The present state of the Windlass is New Capstan New and Rudder New Pumps Sufficient

Order for Special Survey No. 581 Date June 27/68 while building

Order for Ordinary Survey No. — Date — as per Section 18.

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 till 12th July 1869

4th. When the ship was complete, and before the plating was finally coated

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 3/50 thick lands double clenched and butts treble carvel riveted. The Fore, main and lower Topsail Yards each of two plates the former of iron the latter of Steel to 5/50 & 7/50 thick, lands single clenched and butts treble carvel riveted. 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 11/69 Special £ 62.17 : :
Certificate (if required) £ — : :
Security

Committee's Minute 16th July 18 69

Character assigned A / Large WMS
Examined AS

McLinton
2019
In my opinion this Vessel
Ship built by How Walker
is classifiable as recommended
above. LL
July 15/69