

No. 7809 Survey held at Sunderland Date 13th November '62 to 16th May 1863
 on the Bk 'Golden Fleece' Master N. Way.

Tonnage Old 381 Built at Sunderland When built 1862 Launched 1st May
 New 381 By whom built W. P. May & Co Owners J. H. Ellis &
 Port belonging to London Destined Voyage, S.A. C.G. H.

If Surveyed while Building, Afloat, or in Dry Dock Whilst building

	Feet. Sided,	Inches. IN SHIP, Moulded.	Extreme Breadth Outside		Feet. Sided,	Inches. IN SHIP, Moulded.	Depth of Hold		Feet. Sided,	Inches.
Scantlings of Timber.	Middle.	Ends.	Middle.	Ends.	Outside.	INCHES.	Required per Rule.	Inside.	INCHES.	Required per Rule.
TIMBER AND SPACE	25 ³ / ₄	25 ³ / ₄	11	11	Garboard Strakes ..	3 ¹ / ₂	3 ¹ / ₂	Limber Strakes ..	4 ¹ / ₂	3 ³ / ₄
Floors	11 ¹ / ₂	11 ¹ / ₂	9 ¹ / ₂	9 ¹ / ₂	Garboard to Bilge ..	3	"	Bilge Planks ..	4	3 ¹ / ₂
1 st Foothooks	9 ¹ / ₂	9	9 ¹ / ₂	9 ¹ / ₂	Bilge Planks ..	4	"	Ceiling in Flat ..	2 ¹ / ₂	2 ¹ / ₂
2 nd Ditto	8 ³ / ₄	7 ¹ / ₂	8 ¹ / ₂	8 ¹ / ₂	Bilge to Wales ..	3 ¹ / ₂	"	Ditto Bilge to Clamp	3 ¹ / ₂	3
3 rd Ditto	7 ¹ / ₂	5 ¹ / ₂	7 ¹ / ₂	5 ¹ / ₂	Wales	4 ¹ / ₂	4 ³ / ₄	Hold Beam Clamps ..	4 ¹ / ₂	4
Top Timbers	"	"	"	"	Topsides	6	3 ¹ / ₂	Deck Beam Ditto ..	5 ¹ / ₂	3 ¹ / ₂
Deck Beams, length amidships	24 ¹ / ₂	24 ¹ / ₂	8 ¹ / ₂	6 ¹ / ₂	Sheer Strakes	3 ³ / ₄	"	Ceiling 'twixt Decks ..	2 ¹ / ₂	2 ¹ / ₂
Hold Beams { N ^o 19 Average Space }	4 ¹ / ₂	7 ¹ / ₂	8 ¹ / ₂	6	Plank Sheers	3 ³ / ₄	"	Hold Beam Shelves ..		
Beams { 10 }	4 ¹ / ₂	7 ¹ / ₂	8 ¹ / ₂	6	Water-ways { Upper Deck	10X10 ¹ / ₂	6 ¹ / ₂	Deck Beam Ditto ..		
Deck Beams, length amidships	24 ¹ / ₂	24 ¹ / ₂	8 ¹ / ₂	6 ¹ / ₂	Ways { Lower Deck	9X8	"	Deck Beam Stringers 22X7 ¹ / ₂	18X7 ¹ / ₂	
Keel	12 ¹ / ₂	13 ¹ / ₂	12 ¹ / ₂	12 ¹ / ₂	Ditto, faying surface against Timbers ..	6 ¹ / ₂	6 ¹ / ₂	20" 20" L 22X3X5 ¹ / ₂ X ¹ / ₂	32X22X5 ¹ / ₂	
Scarphs of Ditto	5 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	5 ¹ / ₂	Upper Deck	3	3	Hold Beam Stringers 22X7 ¹ / ₂	18X7 ¹ / ₂	
Keelsons	13 ³ / ₄	14	13 ³ / ₄	13 ³ / ₄				20" 20" L 22X3X5 ¹ / ₂ X ¹ / ₂	32X22X5 ¹ / ₂	
Scarphs of Ditto	7 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂	6 ¹ / ₂						

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper In Ship.	Iron In Ship.	Inches required per Rule	Copper In Ship.	Iron In Ship.	Inches required per Rule	Copper In Ship.	Iron In Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 ¹ / ₂	1 ¹ / ₂	Transoms and throats of Hooks	1	1	Hold Beam	Waterway ..	14
Scarphs of Keel, N ^o . 7	7	7	Arms of Hooks	10	10	Knees	1 ¹ / ₂	1 ¹ / ₂
Keelson Bolts through Keel at each Floor	1	1	Thro' Bilge & Limber Strakes	3 ¹ / ₂	3 ¹ / ₂	Shelf or Clamp	10	10
Bolts thro' Heels of Timbers against Deadwood	1 ¹ / ₂	1 ¹ / ₂	Thickstuff over Double Floors	3 ¹¹ / ₁₆	12 ¹¹ / ₁₆	Deck Beam	Waterway ..	13
			Butt End Bolts	4 ¹¹ / ₁₆	12 ¹¹ / ₁₆	Knees	3 ¹¹ / ₁₆	14 ¹¹ / ₁₆
			Pintles of the Rudder	2 ⁵ / ₈	2 ⁵ / ₈	Screw Nut	Shelf or Clamp	15
					Nails or Bolts in Flat of Deck	10	Gall.	15
					Treenails	1 ¹ / ₂		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is $\frac{9}{16}$ Inches. The Space between the Top-Timbers is $\frac{5}{8}$ Inches.

The Floors consist of German Oak The First Foothooks of English & German Oak

The Second Foothooks of English & French Oak The Third Foothooks and Top Timbers of E Oak

The Shifts of the First and Second Foothooks are not less than $\frac{3}{10}$ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same

The Frames are bolted together to the Gunwale, from floorheads N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than $\frac{3}{4}$ of the entire moulding at that place.

The Frame is cross chocked with part Butt, at each end of the chock. The Main piece of Rudder is E Oak of Windlass is E Oak

The Keel is E A Star The Main Keelson is Greenheart and free from all defects.

The Stem, and Stern Post of E Oak The Transome, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams of Iron except Posts The Breasthooks of iron The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Ann a Star 18¹/₂ Buc by R Pm

From the above named Height to the Light Water Mark Red Pine

From the Light Water Mark to the Wales Red Pine & German Oak

The Wales and Black-strakes are Ger. Oak & Greenheart The Topsides & Sheer-strakes German Oak & Oak

The Spirketting and Plank-shears Manic Oak The Water-ways { Upper Deck Red Pine & Ger Oak

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 Feet 0 Inches. N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought three between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak

The Ceiling, Lower Hold, and between Decks Red Pine Ger Oak Shelf Pieces and Clamps Ger Oak & P. Pine

Fastenings.—To Hold Beams Stringer plate 22X7¹/₂ and iron 3X3¹/₂X¹/₂ a hanging knee and a keelerides alternately to every beam end except two beams forward and two aft which have lug plates. Double iron at centre line 2¹/₂X2¹/₂X¹/₂

Deck Beams Stringer plate 22X7¹/₂ and iron 3X3¹/₂X¹/₂ fore and after plate outside hatchways 7X9¹/₂ with a hanging knee to every beam end.

Number of Breasthooks six Painters strap atop the stem Crutches six

Butt End Bolts are of Iron and in the Bottom: 2 Bolts in each Butt End are in each through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of E Oak How Made turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W. P. May & Co Surveyor's Signature The Name of the

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

She has SAILS.

Nº. Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and thus as usual,

CABLES &c.

Caliber produced
of Ropes &c.
Chain 34 fms 240 Fathoms 1 $\frac{3}{4}$ Inches.
Hawser Stream Cable 80 70
Hawser " 6
Towlines " 8 $\frac{3}{4}$
Warp " 5
All of good quality.

ANCHORS, and their weights.

Caliber produced
of Anchors
Admiralty test 10 $\frac{1}{2}$ N°. Weight.
Bower, 10. 3 18. 1. 14 Rodger
15- 15. 1. 19
Stream, 6. 4. 1 5. 2. 0
Kedge, 4. 2 2. 3. 28
1 $\frac{1}{4}$ 1. 2. 20

Her Standing and Running Rigging Wire Hemp is sufficient in size and Good in quality.

She has one Long Boat and two others.

The present state of the Windlass is Good Capstan Rudder Good Pumps Good

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 Built under special survey
2nd. When the Beams are put in, &c. between the 13th Nov^t '62 and
3rd. { When completed, and before the 16th May 1863
plank be painted or payed }

This vessel is fastened with yellow metal to the exclusion of iron as prescribed by the rules see 46 for vessels claiming an additional year for metal fastening.

This ship's frame is plated with twelve pairs of diagonal straps on the inside 4 x $\frac{1}{2}$. There is also three pairs of straps 3 x $\frac{1}{2}$ in the sides of the raised quarterdeck and one strap afft outside the frame run through the head of the sternpost. The hold and deck beams are of iron - with the beam at the break of the quarterdeck which is connected to the deck beam with a plate forming the break. The rest of the beams of the quarter deck are of German oak.

M.W.B.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
tested and examined by bores in several places
If Sheathed, Doubled, Felted, or Coppered In all parts When last done May '63 in dry dock

I am of opinion this Vessel should be Clasped

JAS

The Amount of the Fee £ 4 : " : " is received by me,
Order No 1815 Special £ 19 : 1 : " (Signature)

W.M.C. Certificate £ " : " Will be called for in due time

W.S. Munniford

Committee's Minute 29th May 1863.

Character assigned

A 1 for 9 Years W.M.C.
part Iron Beans

