

No. 2948 Survey held at Montrose Date 3rd April Rev 7/4/62 2948 1862
on the Barque Malay Master D. Peters
Tonnage Old 406 Built at Montrose When built 1862 Launched 17/3/62
By whom built James Cochran Owners Welch & Co
Port belonging to Dundee Destined Voyage Archangel
Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft	Feet.			Inches.			Extreme Breadth Outside			Depth of Hold		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	Feet.	Inches.	Inches.
128.75	26	10 1/2	11 10	10 9/4	8 3/4	8 3/4	26.24	14.77	14.77			
Scantlings of Timber.												
TIMBER AND SPACE	26	10 1/2	11 10	10 9/4	8 3/4	8 3/4	Outside.					
Floors. <u>double</u>	9 1/2	10 1/2	13 1/2	9 1/2	8 3/4	8 3/4	Garboard Strakes	3 1/2	3 1/2	Limber Strakes	3 3/4	3 1/2
1st Foothooks	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Garboard to Bilge	3 1/2	9	Bilge Planks	3 3/4	3 1/2
2nd Ditto	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Bilge Planks	3 1/2	9	Ceiling in Flat	2 3/4	2 3/4
3rd Ditto	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Bilge to Wales	3 1/2	9	Ditto Bilge to Clamp	2 3/4	2 3/4
Top Timbers	8 1/2	9 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Wales	4 1/2	5 1/2	Hold Beam Clamps	3 1/2	3 1/2
Deck No 18	4 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Topsides	4 1/2	5 1/2	Deck Beam Ditto	3 1/2	3 1/2
Beams No 8	23.10	12	12	10 1/2	11 1/4	11 1/4	Sheer Strakes	4	3 1/2	Ceiling 'twixt Decks	2 3/4	2 3/4
Deck Beams, length amidships	12	12	10 1/2	11 1/4	11 1/4	11 1/4	Plank Sheers	3 1/2	3 1/2	Hold Beam Shelves	2 3/4	2 3/4
Hold No 8	12	12	10 1/2	11 1/4	11 1/4	11 1/4	Water - Upper Deck	7	8	Deck Beam Ditto	2 3/4	2 3/4
Beams No 2	12	12	10 1/2	11 1/4	11 1/4	11 1/4	Ways - Lower Deck	7	8			
Hold Beams, length amidships	12	12	10 1/2	11 1/4	11 1/4	11 1/4	Ditto, faying surface against Timbers	6	6 1/2			
Keel	12	12	10 1/2	11 1/4	11 1/4	11 1/4	Upper Deck	3	3			
Scarp of Ditto	12	12	10 1/2	11 1/4	11 1/4	11 1/4						
Keelsons	12	12	10 1/2	11 1/4	11 1/4	11 1/4						
Scarp of Ditto	12	12	10 1/2	11 1/4	11 1/4	11 1/4						

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.				Copper or Y.M. in Ship.				Iron in Ship.				Inches required per Rule			
Heel-Knee, & Deadwood abaft	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Scarp of Keel, No 7	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bolts thro' Heels of Timbers against Deadwood	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Transoms and throats of Hooks															
Arms of Hooks	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Three Bilge & Limber Strakes	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Thickstuff over Double Floors	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Butt End Bolts (Bird-bull)	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8
Pintles of the Rudder	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8	2 1/8
Hold Beam															
Waterway	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Knees	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Shelf or Clamp	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Deck Beam															
Waterway	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Knees	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Shelf or Clamp	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8	1 1/8
Nails or Bolts in Flat of Deck															
Treenails	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 to 2 1/2 Inches. The Space between the Top-Timbers is 4 to 6 Inches.
The Floors consist of German Oak & a few Larch. The First Foothooks of German Oak & Larch.
The Second Foothooks of Brit Oak & Larch. The Third Foothooks and Top Timbers of Larch & 2 Ger Oak.
The Shifts of the First and Second Foothooks are not less than 1 1/2 feet. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared. N. B. If not, state how bolted.

The entire Frames are each bolted together to the Gunwale. Ship built in frame.
The Butts of the Timbers are close together; their thickness not less than 2 up of the entire moulding at that place.
The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Brit Oak of Windlass is Canada Oak.
The Keel is Canada Oak. The Main Keelson is Pitch Pine and free from all defects. Back Deck
The Stem, and Stern Post of British Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Brit Oak and are free from all defects.
The Deck and Hold Beams of Ger Oak & Larch. The Breasthooks of Jun & Larch. The Knees of Jun & Brit Oak.
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is American Elm or to the First Foothook Heads German Oak.
From the above named Height to the Light Water Mark German Oak.
From the Light Water Mark to the Wales Pitch Pine & Ger Oak. The Topsides & Sheer-strakes Pitch Pine & Ger Oak.
The Wales and Black-strakes are Ger Oak. The Water-ways Upper Deck Pitch Pine & Ger Oak Lower Deck.
The Spirketting and Plank-sheers Ger Oak. State of Good.
The Decks Yellow Pine. 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 Ger Oak & Canada Oak & Larch.
The Ceiling, Lower Hold, and between Decks Pitch Pine & Larch. Shelf Pieces and Clamps Pitch Pine & Larch.
Fastenings.—To Hold Beams Wells Cast Iron plates with 1 1/4" Gal Metal screw pointed bolts with cross nuts.
8 span Staple Plates Brit Oak & Jun Locking Nuts.
Deck Beams Wells Cast Iron plates with 1 1/4" screw pointed bolts & nuts 8 span Staple Plates Brit Oak & Jun Locking Nuts.
inner Wat double to Beams 2 spaces for each side Staple Led Jun Keels 2" deck bound with Wells plates.
screw pointed bolts 2 span Heavy Jun Keels.
Number of Breasthooks 4 for under deck & 1 above Pointers one through and clenched.
Butt End Bolts are of Gal Metal in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Gal Metal bolted through and clenched. Treenails of Larch & a few Ger Oak How Made Engine turned.
Thickstuff over Double Floors Gal Metal 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 James Cochran Surveyor's Signature Thomas Alexander

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	inches.	N ^o .	Weight.
2	Fore Sails,		Chain	200	1 $\frac{1}{2}$	Bower,	3 17. 1. 4
2	Fore Top Sails,		Iron ^{Hemp} Stream Cable	60	7 $\frac{1}{8}$		14. 5. 14
2	Fore Topmast Stay Sails,		Hawser	70	3 $\frac{1}{2}$	Stream,	1 6. 0. 10
1	Main Sails,		Towlines	90	7 $\frac{1}{2}$		
1	Main Top Sails,		Warp	90	4 $\frac{1}{2}$	Kedge,	2 3. 0. 2
and other sails as a			All of <u>Good</u> quality.				1. 1. 7

Her Standing and Running Rigging Wire & Hemp sufficient in size and _____ in quality.

She has one 19 $\frac{1}{2}$ Long Boat and two other boats

The present state of the Windlass is Good ^{fitted with purchase} Capstan Good Rudder Good Pumps 2 Metal - 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	<u>8th June 1861</u>
	2nd. When the Beams are put in, &c.	<u>4th August</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>23 January 1862</u>

The frame timbers of this vessel are chiefly composed of well grown Glamis Larch being of the finest quality of that material & particularly well squared

Is round sterned with a raised quarter deck about 34 $\frac{1}{2}$ ft before after part stern post on deck & 30 $\frac{1}{2}$ inches high & overlaps main deck one beam & space at break

Stern is formed without transoms the frames filling in around & secured by the planking Hooks & Beams &c

Has been specially surveyed while building under order N^o 82

Present condition of Caulking of Bottom, Efficient Deck, Efficient and Waterways Efficient

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done _____

I am of opinion this Vessel should be Classed 7th A1

The Amount of the Fee.....£ 4 : 0 : 0 is received by me, Thomas Alexander

Special£ 16 : 8 : 0

Certificate£ 20 8 0

Committee's Minute 8th April 1862

Character assigned A 1 for 7 years



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