

No. 3190 Survey held at Dundee Date 27th October 1864
on the Barque Majorian Master Thos Cross
Tonnage Old Built at Dundee When built 1864 Launched 1/10/64
By whom built Tay Shipbuilding Co Owners P M Cochran
Port belonging to Dundee Destined Voyage River Plate
Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length aloft				Extreme Breadth Outside				Depth of Hold			
120.2				25.5				15.4			
Scantlings of Timber.				Outside.				Inside.			
Timber and Space				Garboard Strakes				Limber Strakes			
Floors Single				Garboard to Bilge				Bilge Planks			
1 st Foothooks				Bilge Planks				Ceiling in Flat			
2 nd Ditto				Bilge to Wales				Ditto Bilge to Clamp			
3 rd Ditto				Wales				Hold Beam Clamps			
Top Timbers				Topsides				Deck Beam Ditto			
Deck No 19				Sheer Strakes				Ceiling 'twixt Decks			
Beams No 8				Plank Sheers				Hold Beam Shelves			
Deck Beams, length amidships				Water - Upper Deck				Deck Beam Ditto			
Hold No 17				Wales				Ceiling 'twixt Decks			
Beams No 9				Ditto, faying surface against Timbers				Hold Beam Shelves			
Hold Beams, length amidships				Upper Deck				Deck Beam Ditto			
Keel											
Scarphs of Ditto											
Keelsons											
Scarphs of Ditto											

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, & Deadw'd abaft				1 1/8				1 1/8				1 1/8			
Scarphs of Keel, No 7				7/16				7/16				7/16			
Keelson Bolts through Keel at each Floor				1				1				1			
Bolts thro' Heels of Timbers against Deadwood				13/16				13/16				13/16			
Transoms and throats of Hooks				1				1				1			
Arms of Hooks				7/16				7/16				7/16			
Thro' Bilge & Limber Strakes				3/4				3/4				3/4			
Thickstuff over Double Floors				3/4				3/4				3/4			
Butt End Bolts				3/4				3/4				3/4			
Pintles of the Rudder				2 3/4				2 3/4				2 3/4			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
The Floors consist of German Oak The First Foothooks of German & But Oak
The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak
The Shifts of the First and Second Foothooks are not less than 3 1/2 feet 3 1/2 inches N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are
The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared
The entire Frames are each bolted together to the Gunwale, & all built in frame N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.
The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is But Oak of Windlass is But Oak
The Keel is Amer Elm The Main Keelson is Greenheart & But Oak and free from all defects.
The Stem, and Stern Post of British Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons, of But Oak & Teak Deadwood, of But Oak and are free from all defects.
The Deck and Hold Beams of But Oak & Greenheart The Breasthooks of Teak The Knees of Sam & But Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Amer Elm 13" Beech Beech & Elm or Black Beech & Garb Oak
From the above named Height to the Light Water Mark German Oak
From the Light Water Mark to the Wales German Oak & 1 plank Greenheart
The Wales and Black-strakes are Teak & Sam Bark The Topsides & Sheer-strakes Teak
The Spirketting and Plank-sheers Teak The Water-ways Upper Deck Teak Lower Deck Teak
The Decks Yellow Pine State of Good
The Shifts of the Planking are not less than 5 Feet 3 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 German Oak Shelf Pieces and Clamps Teak Sam Bark & Elm
Fastenings.—To Hold Beams Staple Lod & Sam Knees between Beams & 8 pair Hang Sam Knees 4 of these Riders 3 1/4 x 1 1/4 Carried down over floor ends to take two bolts
Deck Beams Dowelled to Shelf & inner wall & secured 7/8 into Beams & thro bolted 2 Spaces for 1 Single Lod But Knees at Break each side Staple Sam Knees in Mast rooms & 19 pair Hang Sam Knees
Raised Quarter Deck bound with Staple Lod & Sam Knees
Number of Breasthooks 4 pair under deck & 1 above Pointers 1/2 to 1/4 Stern frame Crutches 1 Iron
Butt End Bolts are of Gal Met in the Bottom 1 1/2 Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Gal Met up to 4 1/2 depth Hold & Gal Met Sam Bark Treenails of But Oak Sam Bark How Made Engine 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 For Tay Shipbuilding Co Andrew Low 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	210	1 1/4	Bower,	3	16.2.0
1	Fore Top Sails,	Hemp Stream Cable	60	13/16			16.2.0
2	Fore Topmast Stay Sails,	Hawser	75	8	Stream,	1	4.0.21
1	Main Sails,	Towlines	75	6 1/2			
2	Main Top Sails,	Warp	75	5	Kedge,	2	2.2.0
and other sails reg ^d		All of <u>Good</u> quality.	75	4			1.0.18

Her Standing ^{and} Running Rigging Warr & Hemp sufficient in size and Good in quality.

She has 3 Long Boat and two other boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 Muzzlelocks patent
double acting

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.		Sun 2 7 9 12 25 27 28 29 23 3 6 9 10 11 13 16 18 19 20																	
		4 month																	
		5m																	
		6m																	
1st.	When the Frame is completed	5th 13 June	23	24	25	26	27	30	31	1	2	3	6	7	9	10	13	14	15
2nd.	When the Beams are put in, &c.	11 July	21	22	23	24	27	29	14	5	7	8	11	12	13	15	18	20	21
3rd.	{ When completed, and before the plank be painted or payed }	16 Sept	1	2	3	4	8	9	10	11	15	16	17	18	23	25	26	27	12
			16	20	22	23	25	28	29	30	4	11	27	9					

A well built vessel with frame & other materials of good quality

Is square sterned formed with Transoms having a raised quarter deck 20 inches in height and about 26 feet in length from after part stern post to Break - no overlap at latter

This vessel is built of 9 years materials & fastened with mixed metal bolts to the entire exclusion of Iron outside from keel to 1/5 depth of hold below the upper side of upper deck and above that all bolts outside & inside as per rule section 46 are of Galvanized Iron

Has been specially surveyed while building under order No 138

I enclose private Tests for the Chains & Anchors & at same time a Certificate from the Owner to have them done at a public machine on the return of the vessel from her present voyage. These Certificates are referred to in my letter of 2/9/64.

Present condition of Caulking of Bottom, New & firm Deck, firm and Waterways firm

If Sheathed, Doubled, Felted, or Coppered Gal Metal over felt When last done New

I am of opinion this Vessel should be Classed 10 A1

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

Special£ 15 : " : "

Certificate£ : " : "

Committee's Minute 11 November 1864

Character assigned A 1 for 10 Years



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