

No. 3442 Survey held at *Montrose* Date *8th January* 18*68*
on the *Barque Excelsior* Master *J. Edgar*
Tonnage under tonnage deck *388.71* Built at *Montrose* When built *1867* Launched *14/11/67*
Ditto of poop or spar deck By whom built *J. D. Binnie* Owners *A. Mearns & Co.*
Total tonnage *388.71* Port belonging to *Montrose* Destined Voyage *China*
Surveyed while Building, Afloat, or in Dry Dock *Building & afloat*

Length as per section 39 ..		Feet. 128.	Inches. 0.34	Extreme Breadth Outside 27.				Feet. 8 1/2	Inches.	Depth of Hold. 16.		Feet. 1 1/2	Inches.	Number of Decks 2			
Length of Keel		123.	5'	IN SHIP. Moulded.		REQUIRED PER RULE. Moulded.		(Depth from limber-strakes to under side of lower deck beam									
Scantlings of Timber.				Middle.		Ends.		Middle.		Ends.		INCHES. Required per Rule.					
TIMBER AND SPACE		kan	30"									Dimensions of Ship per Register,					
Floors. Single		12 1/2	13 1/2	12 3/4	10 1/2	13	11	9 1/4			length		breadth		depth		
1st Foothooks		11.	12			11						128.5		27.7		16.35	
2nd Ditto		9 1/2	10 1/4			10						Inside Plank.					
3rd Ditto		9 1/4	9 1/2	9 1/4	5 3/4	9	9	5 1/2			INCHES. Required per Rule.						
Top Timbers		9.	9 1/2			9						In Ship.					
Deck } No. 21 Average Space		3 1/2	6 1/4	9	10	9 1/2	7 1/2	8 1/2	8 1/2	7 1/4	Limber Strakes ...		13 x 4"	3 3/4			
Beams } 9 pairs of 2 deck												Bilge Planks No. 4.		4"	9"		
Deck Beams, length amidships		25.6										Ceiling in Flat		3"	2 3/4		
Hold } No. 13 Average Space		double	12"	12 1/4	10 1/2	11 3/4	11 3/4	9 3/4			Ditto Bilge to Clamp		3"	5"			
Beams } 4 Cabin of deck beams		25.7										Hold Beam Clamps		2 x 20 1/2	4		
Hold Beams, length amidships		25.7										Deck Beam Ditto ..		3"	2 3/4		
Keel 3rd		12 3/4	15 1/4			12 1/4		12 1/4				Ceiling twixt Decks		3 1/2 x 2 1/2	2 1/4		
Scarp of Ditto		6.0			5.4		13 1/4		13 1/4		Hold Beam		12 x 4"	4			
Keelsons. 3 pairs		14	15			13 1/4		13 1/4				Deck Beam Ditto ..		3"	6 1/2" deck area		
Scarp of Ditto 4:6		6.6			5.4												
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			Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule			Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule			
Heel-Knee, & Deadwood abaft		1 1/4	1 1/2	Transoms and throats of Hooks		1 1/6	1 1/6	1			Hold Beam		Waterway	7 1/8			
Scarp of Keel, No. 8		1 1/6	1 1/8	Arms of Hooks		1 1/6	1 1/6	7 1/8			Bolts in		Knees	1 1/6	7 1/8		
Keelson Bolts through Keel at each Floor		1 1/8	1	Thro' Bilge & Limber Strakes		1 1/6	1 1/6	3 1/4			Deck Beam		Waterway ..	7 1/8	13 1/6		
Bolts thro' Heels of Timbers against Deadwood		7 1/8	13 1/6	Thickstuff over Double Floors		1 1/6	1 1/6	3 1/4			Bolts in		Knees	1 1/6	7 1/8		
				Butt End Bolts		1 1/6	1 1/6	3 1/4					Shelf or Clamp	1 1/6	7 1/8		
				Short Bolts in Ceiling		1 1/6	1 1/6	3 1/4					Shelf or Clamp	1 1/6	7 1/8		
				Pintles of the Rudder		1 1/6	1 1/6	3 1/4					Nails or Bolts in Flat of Deck	1 1/6	7 1/8		
				No 4 under Counter		1 1/6	1 1/6	3 1/4					Treenails Inches	1 1/6	1 1/6		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *2 1/2 x 3* Inches. The Space between the Top-Timbers is *4 1/2* Inches.
The Floors consist of *German Oak* The First Foothooks of *German & Brit Oak mends*
The Second Foothooks of *Brit Oak* The Third Foothooks and Top Timbers of *British Oak*
The Shifts of the First and Second Foothooks are not less than *1 1/2* feet *3.8 1/2* to *4.2* N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are *none*

The Frame is *well* squared from First Foothook Heads upwards, and *well* free from sap, and from thence downwards, the frame is *square*
The *entire* Frames are *each* bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are *close* together; their thickness not less than *2 1/4* 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 *Brit O* of Windlass is *Brit O*
The Keel is *Amer Elm* The Main Keelson is *Greenheart* in *3 pieces* and *free* from all defects.
The Stem, and Stern Post of *British Oak* The *Transoms* Knight Heads, Hawse Timbers, and Aprons of *Brit O* *Greenheart* Deadwood, of *Brit O* *Greenheart* and are *free* from all defects.
The Deck and Hold Beams of *Ger O* *Brit O* 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 *Amer Elm Ger O*
or to the First Foothook Heads } *Canada Oak*
From the above named Height to the Light Water Mark
From the Light Water Mark to the Wales *German & a few Canada Oak*
The Wales and Black-strakes are *German Oak* The Topsides & Sheer-strakes *Ger Oak & Teak*
The Spiketting and Plank-sheers *Teak & Ger Oak* The Water-ways { *Red Pine & Ger O*
Lower Deck *round bow*
The Decks *Yellow Pine* State of *Good*

The Shifts of the Planking are not less than *5* Feet *1 1/2* 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 *Canada O* a few *Hoods = Ger Oak*
The Ceiling, Lower Hold, and between Decks *Canada & Ger O* *Tama* Shelf Pieces and Clamps *Ger O* *Tama*
Fastenings.—To Hold Beams *Staple Lod* *Iron Knives* between beams & *13 pair Hang* *Iron Knives* 7 of these *Riders* carried down to lower edge *Bilge strakes*

Deck Beams *doweled to Shelf & inner Wat* *scored 3/4 into Beams* & *thru bottom* by *alternating* *Way* *bolts* *staple* *Iron Knives* in *most rooms* *3 pair* *Staple* *1/2* *Single Lod* *Iron Knives* *round bow* *also* *18 p* *Beny* *Iron Knives* *Quarter Deck* *bound with* *Staple Lod* *Iron Knives* & *inner Wat* *scored 3/4 into Beams* & *thru bottom*
Number of Breasthooks *5 under deck & 4 aft* Pointers *3 p* *for* *in* *comp* *with* Crutches *2* *Iron* *aft*
Butt End Bolts are of *Yel Met* in the Bottom *bolts* in each Butt End *one* through and clenched.
Bilge and Limber Strakes *Yel Met* bolted through and clenched. Treenails of *Brit O* How Made *Engine turned*
Thickstuff over Double Floors *bolts* through and clenched. General Quality of Workmanship *Fair*

We certify that the above is a correct description of the several particulars therein given
Builder's Signature *J. D. Binnie* Surveyor's Signature *Thomas Alexander*
Chas Binnie

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

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N ^o .			<i>Sunderland public Test</i>	Fathoms.	Size.	<i>Sunderland public Test</i>	N ^o .	Weight.
2	Fore Sails,		Chain 8.67 PHS - 1565	120	1 1/2	9.66 PHS 2757		14.0.0
2	Fore Top Sails, (<i>double yards</i>)		8.67 S - 1480	120	2"	2758		14.0.25
2	Fore Topmast Stay Sails,		Hempen Stream Cable ..	60	1 3/16	2779		12.0.8
1	Main Sails,		Hawser	75	8 1/2			2.2.0
4	Main Top Sails (<i>double yards</i>)		Towlines	75	7	Stream, with Stock..		6.3.0
and others in all 35 pieces			Warp	75	5	Kedge,	2 =	3.1.22
			All of <u>Good</u> quality.					

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

She has One 22 1/2 ft Long Boat and Two other boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 metal
filled with purchase

Order for Special Survey,
No. 146 Date 1 Nov 1864

Order for Ordinary Survey,
No. _____ Date _____

DATES of Surveys
held while building,
as per Section 35.

- 1st. When the Frame is completed 22/11/64 *re-surveyed 22/9/66*
- 2nd. When the Beams are put in, &c. 15/10/66
- 3rd. { When completed, and before the }
 { plank be painted or payed } 12/4/67 10/10/67

General Remarks

This vessel No 24 in Builders Yard originally proposed to be built for to Class 9m but subsequently altered to 10m. It is round stern'd formed without transoms the stern & counter timbers filling in around against. Cant-frames & otherwise all Cambr'd together by the planking, Hocks & Beamy knees &c. Has a raised quarter deck about 3 feet in height and about 33' 9" in length from front of Break to after part stern Post. Break overlaps main deck one spacing of Beams.

Is fastened externally with trenails & with mixed metal. At the exclusion of Iron from lower part of keel up to 1/5 depth of hold above which all fastenings of every description outside and the whole of the inside fastenings as per rule section 46 are of Galvanized Iron. Has been built under a roof in conformity with rule section 32.

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

If Sheathed, Doubled, Felted, or Coppered Felt Met in felt When last done _____

I am of opinion this Vessel should be Classed 10 A1

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

Special£ 19 : 9 : -

Certificate£ 23 : 9 : 0

Committee's Minute 14th January 1868

Character assigned 1 for 10 years

Thomas Alexander

requested to be forwarded to the Builders



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Foundation