

No. 2374 Survey held at Buruff Date Oct 15th 1867 Rev 4/1/72
on the St. Lucy of the Lake Master W. M. Douglas
Tonnage under tonnage deck 75 Built at Buruff When built 1867 Launched Sept 1867
Ditto of poop — or spar deck — By whom built J. Watson Owners J. Allen & Co.
Total tonnage 75 Port belonging to Portsoy Destined Voyage British
Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

| | | | | | | | | | | | | | | | | |
|------------------------------------|-------|---------|-------------------------|-------|-------|-------|-------|-------|-------|---------|----------------------------------|-------|---------|-----------------|-------|-----|
| Length as per section 39 .. | Feet. | Inches. | Extreme Breadth Outside | | | | | | Feet. | Inches. | Depth of Hold | Feet. | Inches. | Number of Decks | | |
| Length of Keel | 74 | 70 | 19 6 | | | | | | 9 | 8 | One | | | | | |
| Scantlings of Timber. | | | | | | | | | | | | | | | | |
| TIMBER AND SPACE | 22 | — | 18 | — | — | — | — | — | 2 1/2 | 2 | Dimensions of Ship per Register, | | | | | |
| Floors | 9 | 9 | 9 | 7 | 7 | 7 | 7 | 7 | 2 1/2 | 2 | length | 74 | breadth | 19 6 | depth | 9 8 |
| 1 st Foothooks | 8 | 8 | 8 | 6 | 6 | 6 | 6 | 6 | 3 | 2 | Inside Plank. | | | | | |
| 2 nd Ditto | 7 1/2 | 7 1/2 | 7 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 2 1/2 | 2 | Limber Strakes ... | | | | | |
| 3 rd Ditto | 7 1/2 | 7 1/2 | 7 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 2 1/2 | 2 | Bilge Planks | | | | | |
| Top Timbers | 7 1/2 | 7 1/2 | 7 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 5 1/2 | 2 1/2 | 2 | Ceiling in Flat | | | | | |
| Deck Beams, length amidships | 17 | 14 | — | — | — | — | — | — | 2 1/2 | 2 | Ditto Bilge to Clamp | | | | | |
| Hold Beams, length amidships | — | — | — | — | — | — | — | — | 2 1/2 | 2 | Hold Beam Clamps .. | | | | | |
| Keel | 9 | 9 | 9 | 8 | 8 | 8 | 8 | 8 | 2 1/2 | 2 | Deck Beam Ditto .. | | | | | |
| Scarp of Ditto | 5 1/2 | — | — | — | — | — | — | — | 2 1/2 | 2 | Ceiling 'twixt Decks | | | | | |
| Keelsons | 9 | 14 | 11 | 9 | 9 | 9 | 9 | 9 | 2 1/2 | 2 | Hold Beam Shelves .. | | | | | |
| Scarp of Ditto | 7 1/2 | — | — | — | — | — | — | — | 2 1/2 | 2 | Deck Beam 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 | | 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, & Deadw'd abaft | — | 1 | 3/4 | Transoms and throats of Hooks | — | 1 | 3/4 | Hold Beam | — | — | — |
| Scarp of Keel, N° .. | 3/4 | — | 1 1/4 | Arms of Hooks | — | 3/4 | 1 1/4 | Bolts in | — | — | — |
| Keelson Bolts through Keel | — | 7/8 | 3/4 | Thro' Bilge & Limber Strakes | 5/8 | — | 5/8 | Waterway .. | — | 3/4 | — |
| at each Floor | — | 7/8 | 3/4 | Thickstuff over Double Floors | — | — | — | Bolts in | — | — | — |
| Bolts thro' Heels of Timbers | — | 5/8 | 5/8 | Butt End Bolts | 3/8 | 5/8 | 3/8 | Waterway .. | — | 3/4 | — |
| against Deadwood | — | 5/8 | 5/8 | Short Bolts in Ceiling | — | 5/8 | 5/8 | Bolts in | — | — | — |
| | | | | Pintles of the Rudder | — | 2 1/4 | 1 1/2 | Shelf or Clamp | — | — | — |
| | | | | | | | | Nails or Bolts in Flat of Deck | — | 5 1/2 | 5 1/2 |
| | | | | | | | | Treenails Inches | 1 1/4 | — | 1 |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/4 Inches. The Space between the Top-Timbers is 1 1/2 Inches.

The Floors consist of Baltic Oak. The First Foothooks of Baltic Oak.

The Second Foothooks of Baltic Oak & Spruce. The Third Foothooks and Top Timbers of Spruce.

The Shifts of the First and Second Foothooks are not less than 3 feet 6. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same.

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

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

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is Baltic Oak Windlass is 1 1/2.

The Keel is Baltic Oak. The Main Keelson is Baltic Oak and is free from all defects.

The Stem, and Stern Post of Baltic Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Baltic Oak & Spruce. Deadwood, Baltic Oak, and are well free from all defects.

The Deck and Hold Beams of Baltic Oak. The Breasthooks of Spruce. The Knees of 1 1/2 & 2.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Red Pine or to the First Foothook Heads }

From the above named Height to the Light Water Mark Red pine.

From the Light Water Mark to the Wales Red pine.

The Wales and Black-strakes are Red pine. The Topsides & Sheer-strakes Red pine.

The Spirketting and Plank-sheers Baltic Oak & Red pine. The Water-ways { Upper Deck Baltic Oak & Red Lower Deck Red pine.

The Decks Yellow pine State of Material Good.

The Shifts of the Planking are not less than five Feet — 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 stare between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red pine.

The Ceiling, Lower Hold, and between Decks Red pine. Shelf Pieces and Clamps Red pine.

Fastenings.—To Hold Beams No Hold Beams required.

Deck Beams Secured with Spruce Scurvy Straps. Bolted ends

4 pair of knee Vickers through Bolts & Clamps.

Number of Breasthooks Two. Pointers Two pair. Clutches None.

Butt End Bolts are of Yellow metal in the Bottom. Two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes 1 1/2 bolted through and clenched. Treenails of Baltic Oak one 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 John Watson Surveyor's Signature W. M. Douglas

ABNS 0253

2374A12N

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

Contract Complete
Survey of Yard

| She has SAILS. | CABLES, &c. | Fathoms. | Inches. | Test as per Certificate. | In. req'd per Rule. | Test as per Rule. | Common ANCHORS, &c. | N ^o . | Weight. Ex. Stock. | Test as per Certificate. | Weight req'd per Rule. | Test req'd per Rule. |
|--------------------------|---------------------------------|----------|---------|--------------------------|---------------------|-------------------|---------------------|------------------|--------------------|--------------------------|------------------------|----------------------|
| Fore Sails, | Chain <u>Anchor</u> <u>Link</u> | 15 | 15 1/2 | 15 1/2 | 1 1/2 | 8 1/2 | Bowers | 2 | 5.0.0 | 7.7.2 | 2.1.1 | 4 1/2 |
| Fore Top Sails, | <u>do</u> | 30 | 2 1/2 | 13 1/2 | | | | | | | | |
| Fore Topmast Stay Sails, | Hempen Stream Cable | 10 | 4 | | | | Stream | 1 | 1.2.0 | | 1.0.0 | |
| Main Sails, | Hawser | 10 | 4 | | | | Kedges | 1 | 1.0.0 | | 1.0.0 | |
| Main Top Sails, | Towlines | 15 | 1 1/2 | | | | | | | | | |
| | Warp | 15 | 3 1/2 | | | | | | | | | |
| | All of <u>good</u> quality. | | | | | | | | | | | |

Her Standing and Running Rigging all new sufficient in size and good in quality.

She has one Long Boat and no other

The present state of the Windlass is good Capstan new Rudder good Pumps 2 good

Order for Special Survey, No. 225 Date April 13/67 DATES of Surveys held while building, as per Section 35.
1st. When the Frame is completed July 12/67
2nd. When the Beams are put in, &c. Aug 15/67
3rd. { When completed, and before the plank be painted or payed } Sept 3/67

General Remarks

This vessel is well built of good & sound material for the Lowest grade. The Plank & Timber. Planks are through bolted and clenched in accordance with rule Sect 46. The windlass is well fitted with patent purchase. A double winch is also fitted & other necessaries for her destined voyage. The Caulking tried in various parts of the ship & all proved satisfactory. Anchors & Chains tested at Sunderland Public Chain and Anchor proving House North Shore. Certificates signed John Thompson Sept 15. 17 & 27/67. Mathew Sumner &c. Twelve links of the 15 fathom short link chain has been tested to the full strain. 15 tons 70, Certificate signed John Thompson Sept 15/67.

Present condition of Caulking of Bottom, Good Deck, good and Waterways good.

If Sheathed, Doubled, Felted, or Coppered none When last done

I am of opinion this Vessel should be Classed A.S.

The Amount of the Fee.....£ 1 : - : - is received by me, Wm. Halliday

Special£ 3 : 15 : - Total received with Expenses £ 11 : 5 : 9

Certificate£ - : - : Number of surveys while building four

Committee's Minute 18th October 1867

Character assigned 1 for 7 Wm. Halliday



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