

No. 10485 Survey held at London Date November 20<sup>th</sup> 1858  
on the SS "Viceroy" Master M. Morison Box 16485  
Tonnage 666  <sup>$\frac{3215}{3500}$</sup>  Built at Gloucester When built 1849 Number 1  
By whom built Duro. Nova Scotia Owners J. Shepherd  
Port belonging to London Destined Voyage Bombay \* Register produced Yes  
If Surveyed Afloat or in Dry Dock Dry Dock & Afloat

Length aloft	Feet. Inches. <u>133</u> <u>8</u> / <u>10</u>	<u>27</u> <u>2</u> / <u>10</u>	Extreme Breadth <u>Inside</u>	Feet. Inches.	Depth of Hold	Feet. Inches. <u>21</u> <u>3</u> / <u>10</u>	
Scantlings of Timber.			Thickness of Plank.				
Room and Space	Inches. <u>26</u>	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>12 1/2</u>	Moulded	<u>13</u>	Keel to Bilge	<u>4</u>	Limber Strakes	<u>4</u>
1 <sup>st</sup> Foothooks.....	<u>12</u>	"	"	Bilge Planks	<u>5</u>	Bilge Planks	<u>14 x 10</u>
2 <sup>nd</sup> Ditto.....	<u>12</u>	"	<u>11 1/2</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>4</u>
3 <sup>rd</sup> Ditto.....	<u>12</u>	"	"	Wales	<u>6</u>	Ditto Bilge to Clamp	<u>3 1/2</u>
Top Timbers	<u>11 1/2</u>	"	<u>8</u>	Topsides	<u>5</u>	Hold Beam Clamps	<u>6.8.10 in</u>
Deck Beams N <sup>o</sup> <u>23</u>	Average Space } <u>about 4 ft 7 in</u>	<u>13 1/2</u>	" <u>14</u>	Sheer Strakes	<u>5</u>	Deck Beam Ditto	<u>5.6.7 in</u>
Hold Beams N <sup>o</sup> <u>19</u>	Average Space } <u>4 5 ft 4 in</u>	<u>15</u>	" <u>14 1/2</u>	Plank Sheers	<u>5</u>	Ceiling 'twixt Decks	<u>3</u>
Keel	" <u>14</u>	"	<u>14</u>	Water-Ways	<u>8</u>	Hold Beam Shelves	—
Kelsons	" <u>17</u>	"	<u>15</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	—
<u>Hidden</u> Size of Bolts in Fastenings, distinguishing whether							

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>Iron</u>	Bolts thro' the Bilge and Limber Strakes	<u>Sufficient</u>	Hold Beam	<u>Sufficient</u>
Scarp of Keel	<u>N<sup>o</sup> 8c</u>	Butt End Bolts	<u>Sufficient</u>	Deck Beam	<u>Sufficient</u>
Floor Timber Bolts	<u>Iron</u>	Lower Pintle of the Rudder	<u>3 1/2</u>		
Kelson ditto	<u>Iron</u>				
Transoms and throats of Hooks	<u>Iron</u>				
Arms of Hooks	<u>Iron &amp; Copper</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 11 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Birch & Hackmatack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Red pine Birch & Spruce and are fairly free from all defects. The Floors and first Foothooks are composed of Birch Timber. The other Foothooks and Top Timbers of Red pine Hackmatack & Birch. The Shifts of the first and second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not seen. 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 alternate Frames are not seen bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place. The Frame is not chocked with Butt at each end of the chock. The Main Kelson is composed of Red Pine and the False Kelson of Spruce. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Spruce.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of do. From the Light Water Mark to the Wales of Spruce & Birch. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Hackmatack & Birch. The Water-ways of Red pine & Spruce. The Decks of Gum Pine. State of Good. The Shifts of the Planking are not less than 6 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 2 1/2 between the Bilge Planks of Spruce.

**Planking Inside.**—The Limber-strakes are composed of Birch. The Ceiling, Lower Hold, of Spruce. Between Decks of Spruce. Shelf Pieces of Spruce. Clamps of Spruce.

**Fastenings.**—To Hold Beams 2 wood lodging knees to each end and Iron knee Rider & THK to every Beam end. Deck Beams 2 wood lodging knees to each beam end thick clamp and 16 pairs of Iron hanging knees. Number of Breasthooks Seven Pointers 4 Crutches 2. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper bolted through and clenched. Treenails of English oak new. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel.  
Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_  
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.  
Lloyd's Register Foundation  
LON 629-0344

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

164 85. ton.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	270	Chain .....	1 3/8	3	Bower, 27 2-2
2	Fore Top Sails,	100	Hempen Stream Cable .....	8 1/2	1	Stream, 8 cwt
2	Fore Topmast Stay Sails,	100	Hawser .....	6 1/2	1	Kedge, 4 cwt
1	Main Sails,	100	Towlines .....	5	1	20 26 cwt
2	Main Top Sails,		Warp .....			
and			All of <u>good</u> quality.			

Her Standing and Running Rigging well fitted sufficient in size and good in quality.

She has One Long Boat and Three

The present state of the Windlas is Palish Capstan good and Rudder new oak Pumps good

### General Remarks—Statement and Date of Repairs.

She has been surveyed in conformity with the Society's Rules Section 51 the materials of which she is constructed very good of their sort, and of large dimensions, have been wholly new timbered with English oak. She is from the keel to the wales, is through bolted at every timber from the lower part of the wales to the gunwale with iron bands fully fastened as required by Section 62, with 10 pairs of futtock beams copper bolted. 16 pairs of iron hanging knees to upper deck beams extra breast work and crutch copper bolted put in other breast work additionally copper bolted, caulked all over, upper course sheathed with wood 4 strokes upon felt & sheathed with yellow metal fitted with new English oak Rudder masts & Rigging &c. overhauled, is in the most efficient condition throughout.

The stores are now complete & she may have the repair 26 Dec 1850  
I prefixed Fourtenay

If Sheathed, Doubled, Felted, or Coppered and sheathed yellow metal When last done 1850

I am of opinion this Vessel should be Classed 4 A

The Amount of the Fee.....£ 5 : - : - is received by me,

Special .....£ 2 : 2 : -

Certificate (if required) .....£ : 10 : -

Committee's Minute 20th Dec 1850

Character assigned A

Special to point out  
regarding repairs & stores

£ 2 2 0



Lloyd's Register  
Foundation