

No. 828 Survey held at Newcastle Date April 27<sup>th</sup> 1861  
on the Ship "St Lawrence." Master Joseph Toyntee  
Tonnage New 4093.5h Built at Newcastle. When built 1861. Launched 26<sup>th</sup> March 61.  
By whom built Tho. & Wm Smith Owners Tho. & Wm Smith  
Port belonging to Newcastle Destined Voyage Calcutta.  
Surveyed while Building, Afloat, or in Dry Dock On the Slip. under a Shed.

Length aloft	180	Feet.	Inches.	Extreme Breadth Outside	37	Feet.	Inches.	Depth of Hold	22	Feet.	Inches.
Thickness of Plank.											
Scantlings of Timber.						Outside.					
Timber and Space						Inches.					
Floors						In Ship.					
1 <sup>st</sup> Foothooks						Required per Rule.					
2 <sup>nd</sup> Ditto						Inside.					
3 <sup>rd</sup> Ditto						In Ship.					
Top Timbers						Required per Rule.					
Deck { No 36 Average Space } 34 6						Garboard Strakes					
Deck Beams, length amidships						Garboard to Bilge					
Hold { No 35 Average Space } 4 feet						Bilge Planks					
Hold Beams, length amidships						Bilge to Wales					
Keel						Wales					
Scarphs of Ditto						Topsides					
Keelsons						Sheer Strakes					
Scarphs of Ditto						Plank Sheers					
						Water - Upper Deck					
						Ways Lower Deck					
						Ditto, faying surface against Timbers					
						Upper Deck					

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.											
all of yellow metal						yellow metal					
Heel-Knee, and Deadwood abaft						Transoms and throats of Hooks					
Scarphs of Keel						Arms of Hooks					
Keelson Bolts through Keel at each Floor						Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors					
Bolts through Heels of Timbers against Deadwood						Butt End Bolts					
						Pintles of the Rudder					
						Waterway					
						Hold Beam Bolts in					
						Knees					
						Shelf or Clamp					
						Waterway					
						Deck Beam Bolts in					
						Knees					
						Shelf or Clamp					
						Nails or Bolts in Flat of Deck					
						Treenails					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2.3.4 Inches. The Space between the Top-Timbers is 4.5 Inches.  
The Floors consist of English Oak. The First Foothooks of English Oak  
The Second Foothooks of English Oak. The Third Foothooks and Top Timbers of English Oak  
The Shifts of the First and Second Foothooks are not less than 5 1/2  
The rest of the Shifts of the Frame are sufficient.

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 alternate Frames are all 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 1 1/2 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak  
The Main Keelson is East India Teak, Side Keelsons of East India Teak and free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams consist of East India Teak The Breasthooks of English Oak & Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is American Rock Elm but no higher than 12 inches  
From the above named Height to the Light Water Mark some Greenheart but mostly of Pitch Pine.

From the Light Water Mark to the Wales East India Teak  
The Wales and Black-strakes are East India Teak The Topsides East India Teak

The Sheer-strakes and Plank-sheers East India Teak. The Water-ways { Upper Deck East India Teak & English Oak at ends Lower Deck East India Teak & English Oak at ends

The Decks Yellow Pine fastened with Galvanised iron bolts. State of them efficient (new)  
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 three between, and without step-butting.  
Planking Inside.—The Limber-strakes and Bilge-strakes are East India Teak.

The Ceiling, Lower Hold, and between Decks East India Teak Shelf Pieces and Clamps East India Teak.

Fastenings.—To Hold Beams An iron hanging knee to each beam, with shelf & waterways as reqd by Rule  
Iron lodging knees in wake of masts, some of English oak at ends and all well bolted and secured.

Deck Beams thirty six pairs of iron hanging knees, shelf pieces and waterway, iron lodging knees in wake of each mast, and all well bolted and secured.

Number of Breasthooks four of iron Pointers compensated full timber Crutches four of iron.  
Butts End Bolts are of Yellow Metal in the Bottom, and a through Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Locust wood How Made English turned  
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good (Superior)

We certify that the above is a correct description of the several particulars therein given  
Builder's Signature Tho. & Wm Smith Surveyor's Signature Samuel Wilson

NWC 775-0439



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

She has SAILS.		CABLES, &c.		ANCHORS, and their		ts.	Weight.
N <sup>o</sup> .			Fathoms.	Inches.			
2	Fore Sails,	Chain .....	300	1 7/8	Bower, .....	3	43.2.21
		<i>Hawser Chain</i>					41.3.16
2	Fore Top Sails,	Hempen Stream Cable .....	90	1 5/16			31.0.4
2	Fore Topmast Stay Sails,	Hawser .....	120	12	Stream, .....	1	12.0.0
2	Main Sails,	Towlines .....	184	7 1/2			
2	Main Top Sails,	Warp .....	110	7	Kedge, .....	1	7.3.0
						1	4.0.0
and <i>well found</i>		All of <i>best</i> quality.					

Her Standing and Running Rigging is sufficient in size and good in quality.

She has a Long Boat and four others.

The present state of the Windlass is efficient Capstan efficient Rudder efficient Pumps efficient

#### 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>during the time</u>
	2nd. When the Beams are put in, &c.	<u>while under</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>Special Survey.</u>

This Vessel has twenty one pairs of diagonal iron rider plates let into the frame on the inside 15 ins by 3/4 and eight feet apart on a square. has also sister keelsons in wake of masts (East and West) bolted through with yellow metal, has been built under a roof and is entirely fastened with yellow metal & greenails.

Build under Special Survey Per Order

No. 261.

Present condition of Caulking of Bottom, tested as Per Rule and found good Deck, good and Waterways good.

If Sheathed, Doubled, Felted, or Coppered Yellow metal on paper. When last done Now.

I am of opinion this Vessel should be Classed 14. A. 1.

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

Special .....£ 54 : 13 :

Certificate .....£ - : - :

Committee's Minute 30<sup>th</sup> April 1861.

Character assigned A 1 for 14 Years



© 2019

Lloyd's Register Foundation