

No. 8497 Survey held at Sunderland Date August 8th Rec 15/8/65
on the Ship "St Vincent" Master A Louttit
Tonnage under tonnage deck 775.01 Built at Sunderland When built 1865 Launched July 22/65
Ditto of poop on spar deck 116.76 By whom built W. Pile Kay & Co. Owners Mrs Devitt & Moore
Total tonnage 891.77 Port belonging to London Destined Voyage Adelaide
If surveyed while Building, Afloat, or in Dry Dock Whilst building

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	190	182		35	0		18	10	Two
Scantlings of Timber.									
TIMBER AND SPACE									
Floors .. <u>of Plate iron</u>	9 1/8	22	9 1/8	22					
1 st Footboards	3 1/2	3 3/4	9 1/8	13	4 1/2	8 1/8			
2 nd Ditto	3	2 3/4	7 1/8	3	2 1/2	7 1/8			
3 rd Ditto	3	2 3/4	7 1/8	3	2 1/2	7 1/8			
Top Timbers									
Deck No. <u>40</u> Average Space <u>6 every 3 ft</u>	8 1/2	19 1/8							
Deck Beams, length amidships	3 1/4	3 1/4	6 1/8	3 1/4	3 1/2	4 1/8			
Hold No. <u>37</u> Average Space <u>6 every 3 ft</u>	8 1/2	19 1/8							
Hold Beams, length amidships	3 1/4	3 1/4	6 1/8	3 1/4	3 1/2	4 1/8			
Keel .. <u>Plate iron 30x1 1/2</u>	14 1/2	17	14 1/2	14 1/2					
Scarp of Ditto	6 3/8	10	10 1/8	6	9 1/8				
Keelsons .. <u>Double angle iron at top</u>	5 x 3 1/2	8 1/8	14 1/2	5 1/2	8 1/8				
Scarp of Ditto	5 x 4	9 1/8	14 1/2	5 1/2	8 1/8				

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.
Heel-Knee, & Deadw'd abaft	1 1/8	1 1/8	1 1/8			
Scarp of Keel, No. <u>8</u>	1 1/8	1 1/8	1 1/8			
Keelson Bolts, through Keel at each Floor	1 1/4	1 3/8	1 1/4			
Bolts thro' Heels of Timbers against Deadwood	1 1/8	1 1/8	1 1/8			
Transoms and throats of Hooks		1 3/8	1 3/8			
Arms of Hooks		1 3/8	1 3/8			
Thro' Bilge & Limber Strakes						
Thickstuff over Double Floors						
Butt End Bolts		1 1/8	1 1/8			
Pintles of the Rudder	3 1/4	1 3/4	1 3/4			
Hold Beam Bolts in						
Deck Beam Bolts in						
Nails or Bolts in Flat of Deck						
Treenails						

Timbering. The Space between the Floor Timbers and Lower Footboards is 14 1/2 Inches. The Space between the Top Timbers is 18 Inches.
The Floors consist of Angle iron on one length from keel The First Footboards of with angle iron 4" long on opposite
The Second Footboards of side of floor at middle line The Third Footboards and Top Timbers of Reversed angle iron across
The Shifts of the First and Second Footboards are not less than N. B. When less than prescribed by the Rule, state how many.
The rest of the Frame of the Frame are

The Frame is squared from First Footboard Heads upwards, and free from sap, and from thence downwards, the frame is
The Frames are 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 of the entire moulding at that place.
The Frame is checked with Butt at each end of the check. The Main piece of Rudder is Eng. oak of Windlass is Iron
The Keel is Eng. oak The Main Keelson is Iron and free from all defects.
The Stem, and Stern Post of English oak & Teak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English oak Deadwood, of American wick elm & 2 ft and are free from all defects.
The Deck and Hold Beams of T. butt iron 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 American rock elm
or to the First Footboard Heads }
From the above named Height to the Light Water Mark Italian oak & a few Baltic oak
From the Light Water Mark to the Wales East India Oak
The Wales and Black-strakes are East India Oak The Topsides & Sheer-strakes East India Oak
The Spirketting and Plank-sheers East India Oak The Water-ways { Upper Deck East India Oak
Lower Deck
The Decks Yellow pine State of Good
The Shifts of the Planking are not less than 6 Feet 0 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 Shore between, and without step-buttling.

Planking Inside. The Limber-strakes and Bilge-strakes are
The Ceiling, Lower Hold, and between Decks Red pine Shelf Pieces and Clamps
Fastenings. To Hold Beams. Plate knees rivetted to frames. Straps plate on beam ends with angle iron rivetted to same and sheer strake.

Deck Beams Beams turned down and rivetted to frames. Straps plate on beam ends with angle iron rivetted to same and reversed angle iron on frames.
Number of Breasthooks Five of iron Pointers Hooks & Crutches Five of iron
Butt End Bolts are of Galvanized iron in the Bottom. Two Bolts in each Butt End through and clenched.
Bilge and Limber Strakes bolted through and clenched. Treenails of How Made
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 W. Pile Kay & Co Surveyor's Signature W. Pile Kay & Co

SLD 936-0290

For Shear of Iron & Steel

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

She has SAILS.		CABLES, &c.			ANCHORS, &c.		
N ^o .			Fathoms.	Size.	Tested to, as per Certificate.	N ^o .	Weight. Ex. Stock. Tested to, as per Certificate.
	Fore Sails,	Chain	300	1 ¹⁰ / ₁₆	4 ¹ / ₂ tons		
	Fore Top Sails,	Hempen Stream Cable ..	90	5			
	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	60	7 ¹ / ₈			
	Main Sails,	Towlines	90	8			
	Main Top Sails,	Warp	90	4			
	and	All of <u>good</u> quality.					
Her Standing and Running Rigging		<u>Wire & Hemp</u> sufficient in size and			<u>good</u> in quality.		
She has		<u>One</u> Long Boat and <u>Boat</u>					
The present state of the Windlass is		<u>from</u> Capstan <u>winch</u> Rudder <u>good</u>					

Order for Special Survey,

No. 1694 Date 15th April 1865

Order for Ordinary Survey,

No. Date

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

- 1st. When the Frame is completed Built under special
- 2nd. When the Beams are put in, &c. Survey from March 1865
- 3rd. { When completed, and before the plank be painted or payed } to the present date

General Remarks

This vessel has 13 pairs of iron diagonal plates, crossed each other, on each side, riveted to the sheer plate, bidge plate, and the frames which they cross.

The keel plate is extended up the stem and stern post to the height of the lower deck, and a plate, the height of the keelson above floor, secured to the same with double angle iron on top and bottom edges, 5 x 3¹/₂ x 1¹/₁₆.

The iron for the several parts has been supplied by the following firms.

Floor plates - - - - - Stockton Millcote Iron Co.
Sheer, bidge, diagonal plates - - - - - Peace Hutchinson & Co.
Frames & keelson - - - - - Hobbs & Co.
Keel beam plates - - - - - Hawks & Cranstons & Co.
Beam angle iron - - - - - Hobbs & Co.

The four stanchion tracks are of iron, and the four stanchion corner and topsail yards of steel, manufactured by J. W. Boulton & Co. (Sketch & description hereunto).

The inside, butter part of plating, is coated with Portland cement: above which the frames have received three coats of red lead.

The testing certificates of Anchors and Chains have been produced, issued from the Sunderland Public Testing Machine and signed by Mr. J. P. Thompson, it will be observed that the 3 Bower Anchors are not of the required weight as per Table 22:

Tested & found well done
Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yellow metal on felt to top of keel When last done August 1865

I am of opinion this Vessel should be Classed 121 subject to the approval of the Committee of the House of Lords and Anchor.

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

Special£ 44 : 11 : "

Certificate£ " : " : "

Committee's Minute 15th August 1865

Character assigned 1 for 12 Years

Iron frame-planked Earl B.S.



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