

No. 1038 Survey held at Lundee Date June 26 1846  
on the Barque Karatah Master Mr. Rum  
Tonnage 394 1/10 Built at Lundee When built June 1846  
By whom built Thos. Adamson Owners Captain & others  
Port belonging to Sweden Destined Voyage Hartlepool  
If Surveyed Afloat or in Dry Dock Surveyed at sundry periods building

Length aft ..... 11 1/2 Feet. 3/10 Inches. Extreme Breadth ..... 25 1/2 Feet. 1/10 Inches. Depth of Hold ..... 19 1/10 Feet. 1/10 Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space.....	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided	12	Moulded	Keel to Bilge .....	3	Foot Waling .....	3 1/2
1 <sup>st</sup> Foothooks.....	"	12	"	Bilge Planks .....	5	Bilge Planks .....	4
2 <sup>nd</sup> Ditto.....	"	11	"	Bilge to Wales .....	3 3/4	Ceiling in Flat .....	3
3 <sup>rd</sup> Ditto.....	"	11	"	Wales .....	5	Ditto Bilge to Clamp .....	3 1/4
Top Timbers .....	"	9 3/4	"	Topsides .....	3	Hold Beam Clamps .....	4 1/2
Deck Beams ....N°. of 22 .....	"	10 1/2	"	Sheer Strakes .....	3 1/4	Deck Beam Ditto.....	4
Hold Beams ....N°. of 15 .....	"	12 1/2	"	Plank Sheers.....	3 1/4	Ceiling 'twixt Decks .....	2 3/4
Keel .....	"	12	"	Water-Ways.....	4	Hold Beam Shelves .....	4 1/2
Kelsons .....	"	14	"	Upper Deck .....	3 1/2	Deck Beam Ditto.....	4

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft .....	1 3/4	Bolts thro' the Bilge and Foot Waling .....	1 3/4	Hold Beam .....	1
Scarphs of Keel.....N°. 10 .....	3/4	Butt End Bolts .....	5/8	Deck Beam .....	1 1/8
Floor Timber Bolts .....	1 1/8	Lower Pintle of the Rudder .....	3/2		
Kelson ditto .....	1 1/8				
Transoms and throats of Hooks .....	1 1/8				
Arms of Hooks .....	1 1/8				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 1 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are all free from all defects.

The Floors and first Foothooks are composed of Continental Oak Timber.  
The other Foothooks and Top Timbers of English Oak  
The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are 4 ft 3 in  
The Frame is well squared from the first Foothook Heads upwards, and nearly free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are all bolted together. 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 choiced with a Butt at each end of the choick.  
The Main Kelson is composed of Quebec Oak and the False Kelson of Quebec Oak  
The Scarphs of the Kelsons are not less than 1 feet 1 inches.  
The Deck and Hold Beams are composed of Deck Beams English & Nova, Hold Beams Australian

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm  
From the first Foothook Heads to the Light Water Mark of Pantye Oak  
From the Light Water Mark to the Wales of Pantye Oak  
The Wales and Black-strakes are of Nova & African Oak The Topsides of British Pine  
The Sheer-strakes and Plank-sheers of Nova & African Oak The Water-ways of Pantye Oak  
The Decks of Yellow Pine State of Good quality  
The Shifts of the Planking are not less than 5 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 — between —

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Pantye Oak  
The Ceiling, Lower Hold, of Pantye Oak Between Decks of Pantye Oak  
Shelf Pieces of Pantye Oak Clamps of Pantye Oak

**Fastenings.**—To Hold Beams How strap round the timber, a shelf piece, and 5 in hanging knees on each side  
Deck Beams How strap round the timber, a shelf piece, and 5 in hanging knees on each side  
Number of Breasthooks Four Pointers — Crutches one of iron  
Butts End Bolts are of Marine Metal in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Footwaling Marine Metal bolted through and clenched.  
General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights:		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		cwt q lb
2	Fore Sails,	200	Chain .....	1 3/8	3	Bower,	18-0-0
1	Fore Top Sails,	40	Hempen Stream Cable .....	1 1/2	1	Stream,	17-0-0
2	Fore Topmast Stay Sails,	80	Hawser .....	5 1/2	2	Kedge,	6-0-0
1	Main Sails,	80	Towlines .....	4 1/2			3-2-0
2	Main Top Sails,		Warp .....				1-3-0
and <u>well found with other</u>			All of <u>Best</u> quality.		80 fms 15 1/2 moving chain 15 tons proof		

Her Standing and Running Rigging is all sufficient in size and of Best quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is Well fitted Capstan Well Rudder Well

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

This is a substantial and well built vessel, highly finished and well equipped with good stores, instead of Blank Shear, she is fitted between the Stations Shear Stake being carried up to top of Lumvale and well bolted through Shear Stake and Waterways. sheathed with Yellow Metal of Hair felt, and canvas, is well adapted for the safe conveyance of dry & perishable cargoes

This vessel has a raised Quarter Deck 15 Beams in main and seven in quarter Deck, average spacing 4 ft 4 in to 4 ft 6 inches. Hold Beams 10 main Deck and 5 in raised Deck spacing 4 feet and 9 feet alternately

If Sheathed, Doubled, Felted, or Coppered Sheathed with Yellow Metal When last done

I am of opinion this Vessel should be Classed AI

The Amount of the Fee.....£ 4 is received by me, David Lighter

Special .....£ :

Committee's Minute 21 July 1846

Character assigned A 1 per 9 tons

Please forward Certificate



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