

No. 851 Survey held at St. Sampson's Date 17 May & 8th July 1865
 on the B⁹ "KATE" Master Will Hankin
 Tonnage 9th Old New 226 4/100. Built at Guernsey When built 1865 Launched 10 June
 By whom built Alexander Thom Owners John Guillett & Son
 Port belonging to Guernsey Destined Voyage London
 Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet. 109 Sided.	Inches. 910 IN SHIP. Moulded.	Extreme Breadth Outside	Feet. 25 Sided.	Inches. 410 IN SHIP. Moulded.	Depth of Hold	Feet. 13 Sided.	Inches. 710 IN SHIP. Moulded.
Scantlings of Timber.			REQUIRED PER RULE.			Thickness of Plank.		
TIMBER AND SPACE	24 inches	Middle. 30 Ends. 250	Middle. 30 Ends. 250	Outside.	Inches. Required per Rule.	Inside.	Inches. Required per Rule.	
Floors	10 1/2	12	9 1/2	Garboard Strakes ..	3	Limber Strakes	3 1/4	
1 st Foothooks	10	-	8 1/4	Garboard to Bilge ..	3	Bilge Planks	4 1/2	
2 nd Ditto	8 1/2	9	7 1/2	Bilge Planks	6	Ceiling in Flat	2 1/2	
3 rd Ditto	8 1/2	-	7	Bilge to Wales	3	Ditto Bilge to Clamp	2 1/4	
Top Timbers	8 1/2	-	5 1/2	Wales	4 1/4	Hold Beam Clamps ..	4 1/2	
Decks { Average Space }	3 1/2	10 1/4	7	Topsides	3 1/2	Deck Beam Ditto ..	4 1/2	
Beams, length amidships	22 1/2	-	-	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	2 1/4	
{ Average Space }	11	11	9	Plank Sheers	3 1/2	Hold Beam Shelfs ..	-	
Beams, length amidships	23	-	-	Water Upper Deck	6 1/2 x 10	Deck Beam Ditto ..	-	
Decks of Ditto	12 1/2	13 1/4	11 1/4	Ways Lower Deck	5 1/2 x 10	Rider Keelson - { Am. Oak & G. Heart } 12 1/4 x 11 -		
Decks of Ditto	5	-	5	Ditto, faying surface against Timbers ..	7			
Decks of Ditto	13	13 1/2	12 1/2	Upper Deck	3 1/2 - 2 1/2			

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	For 250 Holes -	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam Bolts in	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Knee, & Deadw'd abaft	1 1/8	1 1/16	Transoms and throats of Hooks	1	1 1/8	1 1/16	Knees	1 1/8	1 1/8	1 1/8	1 1/16
phs of Keel, N ^o . 7	3/4	9/16	Arms of Hooks	1 1/8	1 1/8	1 1/16	Shelf or Clamp	1 1/8	1 1/8	1 1/8	1 1/16
son Bolts through Keel	18 1/2	15/16	Thro' Bilge & Limber Strakes	2 1/4	2 1/4	1 1/16	Deck Beam Bolts in	Waterway ..	3/4	1 1/8	1 1/16
each Floor	-	-	Thickstuff over Double Floors	-	-	-	Knees	3/4	1 1/8	1 1/8	1 1/16
s thro' Heels of Timbers	1/4	12/16	Butt End Bolts	1 1/8	1 1/8	1 1/16	Shelf or Clamp	3/4	1 1/8	1 1/8	1 1/16
against Deadwood	1/4	12/16	Pintles of the Rudder	2 1/2	2 1/2	1 1/16	Nails or Bolts in Flat of Deck	3/4	1 1/8	1 1/8	1 1/16

bering.—The Space between the Floor Timbers and Lower Foothooks is _____ Inches. The Space between the Top-Timbers is _____ Inches.

Floors consist of Eng. & Baltic oak The First Foothooks of Eng. & Baltic oak metal centres, Second Foothooks of Eng. & French oak after Baltic The Third Foothooks and Top Timbers of Eng. & Baltic oak some Baltic

Shifts of the First and Second Foothooks are not less than 10. Not seen - N. B. When less than prescribed by the Rule, state how many.

rest of the Shifts of the Frame are not seen

Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good where seen -

Frames are all bolted together to the Gunwale.

N. B. If not, state how bolted.

Butts of the Timbers are close together; their thickness not less than 1 1/2 of the entire moulding at that place.

Frame is partly chocked with a Butt at each end of the chock. The Main piece of Rudder is Baltic oak of Windlass is Baltic oak Keel is English oak The Main Keelson is Am. & Baltic oak of Guernsey and free from all defects.

Stem, and Stern Post of French & Baltic oak Deadwood, of Eng. & Baltic oak and are free from all defects.

and Aprons of Eng. & Baltic oak not seen Deadwood, of Eng. & Baltic oak and are free from all defects.

Deck and Hold Beams of Baltic oak The Breasthooks of Baltic oak The Knees of Baltic oak

anking Outside.—From the Keel to the Height defined in Note to Table A} the Plank is American Elm.

or to the First Foothook Heads }

om the above named Height to the Light Water Mark Baltic Pine

om the Light Water Mark to the Wales Baltic Pine

the Wales and Black-strokes are Baltic oak

The Topsides & Sheer-strokes. Baltic oak

the Spirketting and Plank-shears Baltic oak

The Water-ways { Upper Deck Baltic Pine oak - Lower Deck Baltic Pine Baltic oak -

the Decks Baltic Pine

State of good

Shifts of the Planking are not less than 5 Feet 1 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 with a rabbet / 3 between, and without step-butting.

lanking Inside.—The Limber-strokes and Bilge-strokes are Baltic oak

The Ceiling, Lower Hold, and between Decks Baltic oak & some Pine Shelf Pieces and Clamps Baltic oak.

Fastenings.—To Hold Beams Jam hinging knees to each Beam end - and 5 pairs of Iron Hanging knees Three Riders, extending to lower part of Bilge -

Deck Beams Jam hinging knees in all spaces, and 4 pairs of Iron Hanging knees.

Number of Breasthooks 2 Iron, 2 Wood - Pointers 2 Iron

Crutches 1 Iron

Butt End Bolts are of Galv. Iron in the Bottom: 2 Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English oak How Made Circular

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 Alexander Thom

Surveyor's Signature Harry J. Syvall

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

<i>My Sue and some spare sails</i> <i>and</i>	N°. Fore Sails, Fore Top Sails, Fore Topmast Stay Sail Main Sails, Main Top Sails,
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CABLES, &c.		ANCHORS, and their weights.				
	Proof Tons.	Fathoms.	Inches.	Proof Tons.	N°.	Weight.
Chain	25. 10.	90.	1 $\frac{3}{4}$	Bower,	13. 7. 2.	11. 2. 0.
Chain	22. 15.	90.	1 $\frac{1}{2}$		12. 17. 2.	11. 0. 0.
Hempen Stream Cable	81.	-	7 $\frac{1}{2}$		12. 4. 1.	10. 1. 0.
Hawser	74	-	6 $\frac{1}{4}$	Stream,		4. 11. 3.
Towlines	61	-	8 $\frac{3}{4}$			
Warp	80	-	5 $\frac{3}{4}$	Kedge,		2. 11. 4.
All of <u>Lead</u> quality.	70	-	4 $\frac{1}{2}$			

Her Standing and Running Rigging Simp. sufficient in size and Good in quality.

She has One Long Boat and The Jolly Boat.

The present state of the Windlass is Pat. pend Capstan J. Winch Rudder and Pumps Yards

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 _____
2nd. When the Beams are put in, &c. _____
3rd. { When completed, and before the plank be painted or payed } _____

Survey on 19 May 1865.

This Vessel was surveyed on the above date in construction
with McCollas according to instructions received on the 13th May.
The Ship was then so far advanced, that it was impossible to
subject her to the examinations required per Rules Sec 35. The
King completely planed outside, and also inside, with the
exception of a strake of Ceiling in Flat, next the dinner Strake,
An Course, just below Strake under Hold Beam Clamps, Open,
and also under the Upper Deck Clamps - These being the only
places where the Timbers could be seen - it was impossible to
report upon Shifts of Timber, Seats of Courts, and Chock Ring -
of Frame - Pieces cut out of Bottom, to test Caulking which
was found good -

Anchor and chains tested at Lloyd's Tyne Public Chain
and Anchor testing Co's Proving House and certificates
produced -

Dr. G. W. H.

Peter Collas

Good Deck, Good and Waterways Good

Present condition of Caulking of Bottom,

Deck,

If Sheathed, Doubled, Felted, or Coppered

When last done

~~Ma~~ny of opinion this Vessel should be Classed

G. H. S.

The Amount of the
L 8. - May 12 - Ex ap Jev
7 1 1951

See M. 1.
Committee's Minute / 6th Feb 1866 1866

Chancery, assigned

18⁰⁰
for 6 Years
to P.

P
WMA

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