

No. 575 Survey held at Swanpool Date 2 March 1835  
on the Barque Little Catherine Master Jas Copp  
Tonnage 183 Built at Bermuda When built Prize in 1809  
By whom built \_\_\_\_\_ Owners Thos. Barnes  
Port belonging to London Destined Voyage London  
If Surveyed Afloat or in Dry Dock Dry dock

Length aloft.....83<sup>Feet.</sup>1<sup>Inches.</sup> Extreme Breadth .....23<sup>Feet.</sup>10<sup>Inches.</sup> Depth of Hold .....14<sup>Feet.</sup>5<sup>Inches.</sup>

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>16</u>		
Floors..... sided	<u>7</u>	Moulded	<u>8</u> <u>7</u>
1 <sup>st</sup> Foothooks..... "	<u>7</u>	"	
2 <sup>nd</sup> Ditto..... "	<u>7</u>	"	<u>8</u> <sup>1</sup> / <sub>2</sub>
3 <sup>rd</sup> Ditto..... "	<u>7</u>	"	
Top Timbers..... "	<u>6</u> <sup>1</sup> / <sub>2</sub>	"	<u>8</u>
Deck Beams..... "	<u>7</u> <sup>1</sup> / <sub>2</sub>	"	<u>6</u> <sup>1</sup> / <sub>2</sub>
Hold Beams..... "	<u>8</u>	"	<u>8</u>
Keel..... "	<u>10</u> <sup>1</sup> / <sub>2</sub>	"	<u>8</u> <sup>1</sup> / <sub>2</sub>
Kelsons..... "	<u>10</u> <sup>1</sup> / <sub>2</sub>	"	<u>8</u> <sup>1</sup> / <sub>2</sub>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge <u>Double</u>	<u>2</u> <sup>1</sup> / <sub>2</sub>	Foot Waling.....	<u>2</u> <sup>1</sup> / <sub>2</sub>
Bilge Planks.....	"	Bilge Planks.....	<u>2</u> <sup>1</sup> / <sub>2</sub>
Bilge to Wales.....	"	Ceiling in Flat.....	<u>2</u> <sup>1</sup> / <sub>2</sub>
Wales.....	<u>3</u> <sup>1</sup> / <sub>2</sub>	Ditto Bilge to Clamp.....	<u>2</u> <sup>1</sup> / <sub>2</sub>
Topsides.....	<u>2</u> <sup>1</sup> / <sub>2</sub>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>2</u> <sup>1</sup> / <sub>2</sub>	Ceiling 'twixt Decks.....	<u>2</u> <sup>1</sup> / <sub>2</sub>
Water-ways.....	<u>3</u> <sup>1</sup> / <sub>2</sub>	Hold Beam Shelves.....	
Upper Deck.....	<u>2</u> <sup>1</sup> / <sub>2</sub>	Deck Beam ditto.....	

**Size of Bolts in Fastenings.**

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

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

Her Floors and first Foothooks are composed of Cedar Timber.

Her other Foothooks and Top Timbers of Cedar & English oak

Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are fair

The Frame is fairly squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is frame choaked with \_\_\_\_\_ Butt at each end of the choek.

The Main Kelson is composed of English oak and the False Kelson of African

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Cedar & pine

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Cedar, Moulded with pine

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of Cedar, Greenheart, (Some Durum oak (new))

The Topsides of English oak

The Sheer-strakes of English oak

The Gunwales of English oak Water-ways of Roa pine

The Shifts of the Planking are not less than \_\_\_\_\_ N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of Durum oak pine the Stringers of none

The Bilge Planks of English oak and the remainder of the Ceiling of English oak pine afloat

**Fastenings.**—To Hold Beams Wood lagging Nails & Iron Hand nails

Deck Beams Wood lagging & Iron Hand nails

Number of Breasthooks four Pointers \_\_\_\_\_ Crutches three iron

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship good generally, rather rough

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

Builder's Name \_\_\_\_\_

Surveyor's Name James Carr



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *Original must new*

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	90	Chain ... <i>1 1/4</i> ... <i>9.0</i> ...	<i>3/4</i>	2	Bower,
2	Fore Top Sails,	50	Hempen Stream Cable.....	<i>5 1/2</i>	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser .....	<i>4 1/2</i>	1	Kedge,
1	Main Sails,	140	Towlines .....	<i>3 1/2</i>		All of proper weight.
1	Main Top Sails,		Warp .....			
and <i>1 Set of other Sails</i>			All of <i>new fair</i> quality.			

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

She has *1 small built* Long Boat and *1 Bigger built, Jolly boat*

The present state of the Windlass is *new fair* Capstan *new* and Rudder *good*

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

*New after piece of Keel. part new walls, new hold beams & threes, new deck waterways new garboard strakes worked thick enough to house the new. 2 in pine doubling new ceiling from duck lamp to second futtock head, new corners, shoulder lugs, hatches, lower deck fastenings, all new, 1/4 part of new Iron Standards on hold beams, new Iron crutch aft. Vessel completed all over, and cupped, July 1835 new main deck waterways all round.*

*This vessel was originally all Red cedar, but has been raised upon with English oak, new timbers given very fair shift with old ones. all the timber that has been exposed is perfectly sound and fresh her beams, & the deck are not particularly well squared but they are more in number than usual; the shifting of her masts is moderately good; we consider her sound and fit to carry a dry cargo.*

*James Carr.*

*Robert Hamilton*

If Sheathed, Doubled, or Felted, *doubled over paper & cupped*  
and Date when last done *July 1835*

And *Me* of opinion this Vessel should be Classed *A*

The Amount of the Fee.....£ *1 : 1 : 0* is received by me, *J. J. Carr*

Committee Minute *20 March* 183*5*

Character assigned *A, 1* *WM*  
*Appd*



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