

No. 5816 Survey held at Liverpool Date 19 Decr 1843 5816
on the Schooner Kate Master J. James
Tonnage 117 Built at Burton When built June 1837
By whom built Mr. Evans Owners Jas. Warren & Co
Port belonging to Saint Peter Destined Voyage Venice
If Surveyed Afloat or in Dry Dock

Length aloft 67 ^{Feet.} 3 ^{Inches.} Extreme Breadth 17 ^{Feet.} 6 ^{Inches.} Depth of Hold 10 ^{Feet.} 5 ^{Inches.}

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space..... each	<u>22</u>	Inches.		Keel to Bilge		Foot Waling	<u>3</u>
Floors..... sided	<u>11</u>	Inches.	Moulded <u>11</u>	Bilge Planks		Bilge Planks	<u>3 1/2</u> <u>43</u>
1 st Foothooks.....	"		"	Bilge to Wales		Ceiling in Flat	<u>2</u>
2 nd Ditto.....	"		"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
3 rd Ditto.....	"		"	Topsides	<u>2</u>	Hold Beam Clamps	<u>3</u>
Top Timbers	<u>6</u>	"	<u>3 1/2</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Deck BeamsN°. of	<u>9</u>	"	<u>8 1/2</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Hold BeamsN°. of	<u>8</u>	"	<u>8</u>	Water-Ways	<u>3 1/2</u>	Hold Beam Shelves	
Keel	"		"	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto.....	
Kelsons	<u>13 1/2</u>	"	<u>7 1/2</u>				

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel.....N°.		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks				same in Iron above the Copper.....	

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

The Floors and first Foothooks are composed of British Oak Timber.

The other Foothooks and Top Timbers of British Oak all in light fuel

The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together. 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 _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of British Oak and the False Kelson of British Oak fuel

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

The Deck and Hold Beams are composed of British Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of _____

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 British Oak The Topsides of British Oak

The Sheer-strakes and Plank-sheers of British Oak The Water-ways of British Oak

The Decks of Red pine State of fuel

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 3 & 2 separately between

Planking Inside.—The Limber-strakes are composed of British Oak the Bilge Planks of British Oak

The Ceiling, Lower Hold, of British Oak Between Decks of the same

Shelf Pieces of _____ Clamps of British Oak all fuel

Fastenings.—To Hold Beams double iron L & K & 2 Hold beams in the bows & single W & L & one forward & aft

Deck Beams fuel double W & K

Number of Breasthooks see 2 fuel Pointers _____ Crutches _____

Butts End Bolts are of fuel in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling fuel bolted through and clenched.

General Quality of Workmanship fuel

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 good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
//	Fore Sails,	80	Chain	1 1/2	//	Bower, 6 00
/	Fore Top Sails,	80	Hempen Stream Cable	7	/	Stream, 3 20
//	Fore Topmast Stay Sails,	80	Hawser	5 1/2	2	Kedge,
/	Main Sails,	70	Towlines	4 1/2		
	Main Top Sails,		Warp			
and well found in other particulars			All of <u>good</u> quality.			

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

She has no Long Boat and no Pinnace

The present state of the Windlass is good Capstan good and Rudder good
2 Iron Pumps.

General Remarks—Statement and Date of Repairs.

Appears a strong well built vessel Materials in light good See original report,
be the mark of vessel stated as perfect strong & Panchabulgaras with perfect
safety

If Sheathed, Doubled, Felted, or Coppered single bottom When last done _____

I am of opinion this Vessel should be Classed 12 A. Robt Hamilton

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

Special£ : :

Committee's Minute 26th December 1843

Character assigned A 1 for 10 years



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Lloyd's Register
Foundation

Self-note - 5816