

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

Length aloft	Feet. <u>67</u> Inches. <u>3 1/2</u>	Extreme Breadth	Feet. <u>17</u> Inches. <u>7 1/2</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>5 1/2</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>22</u>	Inches. Middle <u>11</u> Ends <u>11</u>	Outside.	Inches.	Inside.
Floors	sided <u>11</u>	Moulded <u>11</u>	Keel to Bilge		Foot Waling
1 st Foothooks	"	"	Bilge Planks		Bilge Planks
2 nd Ditto	"	"	Bilge to Wales		Ceiling in Flat
3 rd Ditto	"	"	Wales	<u>4</u>	Ditto Bilge to Clamp
Top Timbers	" <u>6</u>	" <u>5 1/2</u>	Topsides	<u>2</u>	Hold Beam Clamps
Deck Beams N ^o . of	" <u>9</u>	" <u>8 1/2</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto
Hold Beams N ^o . of	" <u>8</u>	" <u>8</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks
Keel	"	"	Water-Ways	<u>3 1/2</u>	Hold Beam Shelves
Kelsons	" <u>13 1/2</u>	" <u>17 1/2</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto

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

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 Scarpns 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 body & single W & K in one forward & aft. Deck Beams fuel double W & K. Number of Breasthooks 11 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,	90	Chain	1 1/2	//	Bower, 600
/	Fore Top Sails,	80	Hempen Stream Cable	7	/	Stream, 320
//	Fore Topmast Stay Sails,	90	Hawser	5 1/2	2	Kedge,
/	Main Sails,	70	Towlines	1 1/2		
	Main Top Sails,		Warp			
	and <u>well found in other sails</u>		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 Porpoise

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, in the mast of fore stated apparent damage viz. 4 Pouches of rigging with perfect safety

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

I am of opinion this Vessel should be Classed B. S. Robt Hamilton

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

Special£ : :

Committee's Minute 26th December 1843

Character assigned A 1 for 10 years

[Signature]



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Self - Note - 5816