

No. 211 Survey held at London Date Sept 1<sup>st</sup> 1855  
on the Ship Catherine Master Fern Rose  
Tonnage 552 Built at London When built 1819  
By whom built Green & Wigram & Co Owners Fern  
Port belonging to London Destined Voyage Batavia  
If Surveyed Afloat or in Dry Dock Afloat In Dry Dock June 1854

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

Timber and Space.....	each	Inches	Inches Middle	Inches Ends
Floors.....	sided	14 1/4	13	Moulded 12
1 <sup>st</sup> Foothooks.....	about	11	"	"
2 <sup>nd</sup> Ditto.....	"	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"	"
Top Timbers.....	S. S. 1/2	9	"	5 1/2
Deck Beams.....	"	9 1/2	"	7 1/2
Hold Beams <u>M.S.G. Lower Deck 2<sup>nd</sup></u>	"	11 1/2	"	10
Keel.....	"	"	"	"
Kelsons.....	"	13	"	12 1/2

Rider 25 ft long round beam

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....		Foot Waling.....	
Bilge Planks.....		4 Bilge Planks.....	4
Bilge to Wales.....		Ceiling in Flat.....	3
Wales .....		Ditto Bilge to Clamp.....	3
Topsides.....	3	<u>Lower Deck</u> Beam Clamps.....	5 1/2
Sheer Strakes.....		2 Deck Beam Ditto.....	3 1/2
Plank Sheers.....	4	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	4	Hold Beam Shelves.....	2
Upper Deck.....	3	Deck Beam ditto.....	2
<u>Lower Deck</u> <u>Waterway</u>	3		

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/2	Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N <sup>o</sup> .	1 1/2	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 2 Inches. The Space between the Top-timbers is 11 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of do

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

The rest of the Shifts of the Frame are do

The Frame is well squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is the same in all parts that can be seen

The alternate Frames are do bolted together.

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

The Frame is do chocked with do Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of do

The Scarphs of the Kelsons are not less than 4 feet do inches.

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of do

From the first Foothook Heads to the Light Water Mark of do

From the Light Water Mark to the Wales of do

The Wales and Black-strakes are of English Oak

The Topsides of do

The Sheer-strakes of do

The Gunwales of do Water-ways of do

The Shifts of the Planking are not less than 5 ft 3 in between 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 English Oak the Stringers of do

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

**Fastenings.**—To Hold Beams 3 Iron Nails at each end. Lower Deck Beams W & K & T H K with an Iron Hanging Nails and alternate Pieces

Deck Beams 1. 1/2 Iron Lodging Nails & 1. 1/2 Iron

Number of Breasthooks 6 Stairs Pointers Deadwood Nails Crutches Iron Nails

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

Bilge and Footwaling are 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

George Bayley



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1713 *Low*

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
3	Fore Sails,	240	Chain .....		4	Bower,
3	Fore Top Sails,	120	Hempen Stream Cable.....	7	1	Stream,
1	Fore Topmast Stay Sails,	120	Hawser .....	5	2	Kedge,
3	Main Sails,		Towlines .....			All of proper weight.
3	Main Top Sails,		Warp .....			4 Main and 2 Bidge Pumps
and <i>will find in other sails</i>			All of <i>good</i> quality.			

Her Standing and Running Rigging is *—* sufficient in size and *good* in quality.

She has *One* Long Boat and *Two others*

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

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

*In June 1834 was docked, and generally overhauled particularly about the Topside, into which a number of pieces were put.*

*At the present time has been docked for one tide only, the Copper said to be in good condition and not requiring any extensive repair. New Main Hatch*

*Cummings*

*Sept 5<sup>th</sup> Have examined the Males forward and find that they are in a tolerably good condition. Has been leaky there for considerable time, arising from a defect in the upper scarf of the stem which is now in course of repair. The Hoardings are firm. Last year 1834 had two new Lower checks and the Box overhauled. In order to satisfy myself as to the actual condition of the hoardings I had some of the lashing taken off and tried them: found them dry and hard. Last caulked St Helena 21<sup>st</sup>*

*The Stem Frame (by Transoms with their fastenings) the Breast Hooks, Decks, Waterways, Deck fastenings, Plankings, Topside, keels and Cummings are all in a good and efficient state of repair. She presents a firm and sound appearance in all parts to which access could be obtained and is in my opinion entitled to be classed A.*  
*George Bayley*

If Sheathed, Doubled, or Felted, *W. Sheathed with Cotton & Copper*

and Date when last done *1833*

And *I am* of opinion this Vessel should be Classed *F.* *George Bayley*

The Amount of the Fee.....£ 3 : 3 : is received by me, *MD*

Committee Minute *18 Sept* 183 *5*

Character assigned *A.*

*D. A. Wilkinson*



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*Survey to examine the Males forward. 4. Sept*