

No. 10 Survey held at Londro Date Nov 6th 18 35 1939
 on the Ship Katharine Stewart Forbes Master
 Tonnage 457 Built at Northfleet When built 1818
 By whom built Pitcher & Co Owners A Chapman & Co
 Port belonging to Londro Destined Voyage
 If Surveyed Afloat or in Dry Dock Dry Dock

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

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	15		
Floors..... sided	13	Moulded	13
1 st Foothooks..... "	11 1/2	"	
2 nd Ditto..... "	11	"	10
3 rd Ditto..... "	10	"	9
Top Timbers..... "	9 1/2	"	1 1/2
Deck Beams..... "	9 1/2	"	8 1/2
Hold Beams..... "	13 1/2	"	12
Keel..... "			
Kelsons..... "	13	"	13

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	4	Foot Waling.....	2
Bilge Planks	10	Bilge Planks	4
Bilge to Wales	4	Ceiling in Flat	3
Wales	6	Ditto Bilge to Clamp	
Topsides	3	2 Hold Beam Clamps	5 1/4
Sheer Strakes	4 1/2	Deck Beam Ditto.....	5 1/4
Plank Sheers.....	4	Ceiling 'twixt Decks	4
Water-ways	9	Hold Beam Shelves	
Upper Deck	3	Deck Beam ditto	
Lower Deck	3	Limber Planks	5
Do Waterways	10		

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....	1 1/2	Hold Beam.....	Copper Bolts
Scarp of Keel..... N ^o .		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 23 1/4 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are freed free from all defects.

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

Her other Foothooks and Top Timbers of 2 1/2 in 1 1/2 in

Her Shifts of the first and second Foothooks are not less than 5 1/2 to 5 1/4 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are the same

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

The alternate Frames are un bolted together. to the top heights

The Butts of the Timbers are close close together; their thickness not less than 1 1/4 of the entire moulding at that place.

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

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

The Scarphs of the Kelsons are not less than feet inches. Bolted through every floor

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

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 English Oak. a few Planks of the Blackstrake were shifted with

The Topsides of African + English Oak Dauty's Fir

The Sheer-strakes of English + African Oak

The Gunwales of African and Pitch Pine Water-ways of Fir

The Shifts of the Planking are not less than 6 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought Shue between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of

The Bilge Planks of Do and the remainder of the Ceiling of Do

Fastenings.—To Hold Beams one 8" wood lodging + iron hanging knee

Deck Beams 1 1/2" wood lodging knee + iron hanging knee After standard alternate beams

Number of Breasthooks 6 2 pair of Pointers Quadrant Crutches Transoms

Butts End Bolts are of Copper 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 very 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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1939 *Low*

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
3	Fore Sails,	246	Chain	1 1/2	3	Bower,
3	Fore Top Sails,	90	Hempen Stream Cable.....	9	1	Stream,
3	Fore Topmast Stay Sails,	100	Hawser	6 1/2	2	Kedge,
3	Main Sails,	100	Towlines	5 1/2		All of proper weight.
3	Main Top Sails,		Warp			
	and <i>well found in other sails</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging is Scup sufficient in size and good in quality. *part new*

She has One Long Boat and Two Quarter Boats

The present state of the Windlass is in Capstan good and Rudder good *Metat Pumps*
Phillips Patent

General Remarks—Statement and Date of Repairs.

At the present time New Plank sheen on the Starboard Side and new sheathing & caulked from the Copper up. Ceiling repaired in 1834. New Waterways - 4 Strakes of Oak each side next. Nearly all new Topside, & Kiding keelson - generally overhauled.

This ship is diagonally trussed with 4 inch plank from the Thick stuff at the Bilge to the Upper Deck. The timbers are newly all exposed - and are perfectly sound, as are also the lower timbers knight heads & spren. The Topside is copper fastened - There is no appearance of working or movement at the Beam ends - and but a very slight movement forward - Her Decks, Topside Waterways, Deck fastenings, Tralles & Transoms are all in good and efficient condition.

If Sheathed, Doubled, or Felted, Wood sheathed felted and coppered
 and Date when last done February 1854

And Sam of opinion this Vessel should be Classed A1 *George Bayley*

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, at the Office

Committee Minute 13 November 1835

Character assigned A1
Atty *S.B.*

J Chapman & Co
2 Broadchurch Street *ordered by Mr J Chapman*



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