

No. 15217 Survey held at London Date 25 May & 1st June 1849
on the Ship "Kate" Master Thos Brodrick Class 2
Tonnage 786 Built at Quebec When built 1848 Certificate produced 12/6/49
By whom built G. Marshall Owners G. Marshall
Port belonging to London Destined Voyage Sydney
If Surveyed Afloat or in Dry Dock in Shrook's Dock

Length aloft	Feet. 45	Inches.	Extreme Breadth	Feet. 30	Inches.	Depth of Hold	Feet. 22	Inches.	
Scantlings of Timber.			Thickness of Plank.						
Room and Space	28	Inches.		Outside.		Inches.	Inside.		Inches.
Floors	sided 14	Moulded 20		Keel to Bilge	4	Limber Strakes	5 1/2		
1 st Foothooks	12	"		Bilge Planks	5 1/2, 7, 8	Bilge Planks	6		
2 nd Ditto	11	"	13	Bilge to Wales	3 1/2	Ceiling in Flat	4		
3 rd Ditto	10	"	10	Wales	6	Ditto Bilge to Clamp	4 1/2		
Top Timbers	10	"	7	Topsides	3 1/2	Hold Beam Clamps	5 to 10		
Deck Beams N ^o 23	Average Space } 4 ft 10 1/2 in 12 ft 13 in	"	13	Sheer Strakes	5	Deck Beam Ditto	9		
Hold Beams N ^o 23	Average Space } 4 ft 8 1/2 in 14 ft 14 1/2 in	"	14	Plank Sheers	4	Ceiling 'twixt Decks	4		
Keel	15	"	16	Water-Ways	12 x 12	Hold Beam Shelves	12 x 12		
Kelsons	18	"	20	Upper Deck	4	Deck Beam Ditto	12 x 12		
No 15 1/2 x 16			Size of Bolts in Fastenings, distinguishing whether						
Copper or Iron.			Copper or Iron.		Iron.				
Heel-Knee, and Dead Wood abaft	12 in.		Bolts thro' the Bilge and Limber Strakes		3/4	Hold Beam	large iron		
Scarphs of Keel	N ^o 7/8		Butt End Bolts		5/8	Deck Beam	do 5		
Floor Timber Bolts	supposed iron		Lower Pintle of the Rudder		3 1/2				
Kelson ditto	do iron								
Transoms and throats of Hooks	7/8	1							
Arms of Hooks	7/8	1							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Amer. Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of American Oak and are — free from all defects.

The Floors and first Foothooks are composed of first futtocks of Birch and Hackmatack timber.

The other Foothooks and Top Timbers of Hackmatack

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 well 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 Amer. Oak and the False Kelson of Amer. Oak

The Scarphs of the Kelsons are not less than 7 feet — inches.

The Deck and Hold Beams are composed of oak and Hackmatack

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

From the first Foothook Heads to the Light Water Mark of American Elm

From the Light Water Mark to the Wales of Amer. Oak and Hackmatack

The Wales and Black-strakes are of Amer. Oak The Topsides of Hackmatack

The Sheer-strakes and Plank-sheers of oak & Hackmatack The Water-ways of Hackmatack

The Decks of Yellow Pine State of good

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 three between

Planking Inside.—The Limber-strakes are composed of Amer. Elm the Bilge Planks of Amer. Elm

The Ceiling, Lower Hold, of Amer. Elm Between Decks of Hackmatack & Yellow Pine

Shelf Pieces of Hackmatack & Yellow Pine Clamps of Amer. Oak

Fastenings.—To Hold Beams Double Hackmatack lodging knees and 4 pairs diagonal and 7 pairs perpendicular knee riders and 7 pairs long hanging iron knees
Deck Beams Double lodging wood knees and 22 pairs long iron hanging knees

Number of Breasthooks Six Pointers three Crutches one of iron

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

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of partly stringy bark, but of Hackmatack & Elm in bottom

General Quality of Workmanship Very Good

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

Builder's Signature —

Surveyor's Signature S. H. Ritchie

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

15217 ton

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	270	Chain	1 3/4	3	Bower,	35 - 35 - 32
2	Fore Top Sails,	90	Hempen Stream Cable	8 1/2	1	Stream,	Sufficient
2	Fore Topmast Stay Sails,	90	Hawser	6 1/2	1	Kedge,	3
2	Main Sails,	90	Towlines	6			
2	Main Top Sails,		Warp				
and			All of <u>good</u> quality.				

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

She has One Long Boat and four

The present state of the new English cast & Patent Purchase & Whelps Windlass is Capstan good and Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

at present 7 Strakes on each side below the wales
retreenailed with strong bark toptides also thro'
treenailed belges also treenailed and additionally
bilge bolted with 36 bolts 3/4" Yellow Metal on each side Stem
Sons & Stem additionally bolted with 5 bolts 1 1/4" Yellow Metal
and transoms thro bolted with 7 bolts of 1 1/2" & 1 1/4" Yellow Metal
an iron Crutch fitted in after body - and a Pair of iron knees
to transom beam - upper and lower deck waterways additionally
thro bolted - the Fore deck strengthened 6 feet and secured with
6 Pairs dead iron stays - two 2" dia bolts driven thro the
two fore most deck beams and bows and a Pair of iron
Chocks fitted to knee of head - Ceiling in hold additionally
bolted with 70 dozen 3/4" iron bolts - timber Strakes also
thro bolted in every floor with 3/4" Yellow Metal -
the spaces between the timbers of the frame from the bilges
to the gunwales filled in with Rock Salt and the
breasthooks and transoms and Kelsons lined with
boards and also Gunned with Rock Salt - Caulked
from Kiel up over the deck and bottom Sheathed
with Yellow Metal on felt - Hull most and
rigging generally overhauled and refitted the
Requirements of Rule Sections 51 and 62 fully Complied
with

If sheathed, doubled, Felted, or Coppered yellow metal When last done May 1849

I am of opinion this Vessel should be Classed 5 A 1

The Amount of the Fee.....£ 5 : - : - is received by me,

Special£ 2 : 2 : -

Certificate (if required)£ : 10 : -

Committee's Minute 12th June 1849

Character assigned 1 pr 5/10

Special £2.2 -



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