

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 _____ Owners G Marshall
 Port belonging to London Destined Voyage Sydney
 If Surveyed Afloat or in Dry Dock in Shooks Dock

Length aloft	Feet. Inches. <u>45</u>	Extreme Breadth	Feet. Inches. <u>30</u>	Depth of Hold	Feet. Inches. <u>22</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>28</u>	Inches Middle	Inches Ends	Outside.	Inside.
Floors	sided <u>14</u>	Moulded <u>20</u>		Keel to Bilge	Limber Strakes <u>5 1/2</u>
1 st Foothooks	" <u>12</u>	"		Bilge Planks	Bilge Planks <u>7</u>
2 nd Ditto	" <u>11</u>	" <u>13</u>		Bilge to Wales	Ceiling in Flat <u>4</u>
3 rd Ditto	" <u>10</u>	" <u>10</u>		Wales	Ditto Bilge to Clamp <u>4 1/2</u>
Top Timbers	" <u>10</u>	" <u>7</u>		Topsides	Hold Beam Clamps <u>5</u>
Deck Beams N ^o <u>23</u>	Average space } <u>4 1/2</u> <u>10 1/2</u> <u>12</u> <u>13</u>	" <u>13</u>		Sheer Strakes	Deck Beam Ditto <u>9</u>
Hold Beams N ^o <u>23</u>	Average space } <u>4 1/2</u> <u>8 1/2</u> <u>14</u> <u>14 1/2</u>	" <u>14</u>		Plank Sheers	Ceiling 'twixt Decks <u>4</u>
Keel	" <u>15</u>	" <u>16</u>		Water-Ways	Hold Beam Shelves <u>12</u> <u>12</u>
Kelsons	" <u>18</u>	" <u>20</u>		Upper Deck	Deck Beam Ditto <u>12</u> <u>12</u>

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	Bolts thro' the Bilge and Limber Strakes	Inches. <u>3/4</u>
Scarphs of Keel	N ^o . <u>7/8</u>	Butt End Bolts	Inches. <u>5/8</u>
Floor Timber Bolts	<u>1 1/2</u>	Lower Pintle of the Rudder	Inches. <u>3 1/2</u>
Kelson ditto	<u>1 1/2</u>		
Transoms and throats of Hooks	<u>7/8</u>		
Arms of Hooks	<u>7/8</u>		
		Hold Beam	<u>large of iron</u>
		Deck Beam	<u>do</u>

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 elm & Hackmatack 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 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 C. 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 Windlass is New English cast-steel purchase & whelps Capstan good and Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

at present 7 strakes on each side below the wales
 re-rigged with strong bark topsides also thro'
 re-rigged belgs also re-rigged and additionally
 bilge bolted with 36 bolts 3/4" yellow metal on each side stem
 son & 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 lengthened 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
 cheeks 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 gunwale filled in with rock salt and the
 breasthooks and transoms and Kelsons lined with
 boards and also packed with rock salt - Caulked
 from keel up over the deck and bottom sheathed
 with yellow metal on felt - Hull mast and
 rigging generally overhauled and refitted the
 requisites of tube sections 51 and 62 fully completed
 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 : -

J. H. Hatcher

Committee's Minute 12th June 1849

Character assigned 5 A 1

Special £ 2 : 2 : -



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