

No. 8177 Survey held at Sunderland Date 16th July Rec 19/7/66 1864  
 on the BK "CATHERINE-SCOTT" Master C. Dowell  
 Tonnage Old 308700 Built at Sunderland When built 1864 Launched 4th July 1864  
 By whom built Gardner Brothers Owners J. G. Scott  
 Part belonging to Arbroath Destined Voyage  
 If surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.		
	109	7	25	11		26	9	16	25						
<b>Scantlings of Timber.</b>															
TIMBER AND SPACE	25 1/2	"	"	23	"	"	"	"	"	Garboard Strakes	3 1/4	3 1/4	Limber Strakes	4 1/4	3 1/4
Floors	12	11	9	9 1/2	9 1/2	8 1/4	8 1/4	7 1/2	7 1/2	Garboard to Bilge	3 1/4	3	Bilge Planks	4	3 1/4
1st Foothooks	9 1/2	10	9	8 5/8	8 1/4	8 1/4	7 1/2	7 1/2	7	Bilge Planks	4	3	Ceiling in Flat	2 3/4	2 1/2
2nd Ditto	9	8 5/8	7 1/8	7 1/2	7 1/2	7 1/2	7	7	5	Bilge to Wales	3 1/4	3	Ditto Bilge to Clamp	2 3/4	2 1/2
3rd Ditto	8 1/2	"	5 1/2	7	"	"	5	5	5	Wales	4 1/2	4 1/4	Hold Beam Clamps	4 1/4	3 1/2
Top Timbers	8	"	5 1/2	7	"	"	5	5	5	Topsides	3 1/2	3 1/2	Deck Beam Ditto	3 1/2	3 1/2
Deck Beams, length amidships	25 0	"	"	"	"	"	"	"	"	Sheer Strakes	3 1/2	3 1/2	Ceiling 'twixt Decks	2 3/4	2 1/4
Deck Beams, No. 20 Average Space	4 0 & 4 1/2	11 1/2	11 1/2	9 1/2	11 3/4	11 3/4	9 3/4	9 3/4	9 3/4	Plank Sheers	3 1/4	3	Hold Beam Clamps	5 to 4 1/2	3 1/2
Hold Beams, length amidships	25 0	"	"	"	"	"	"	"	"	Water - Upper Deck	8 1/2	5	Deck Beam Ditto	3 1/2	3 1/2
Keel	11 3/4	14	"	11 1/4	11 1/4	"	"	"	"	Ways - Lower Deck	8 1/2	5	Ceiling 'twixt Decks	2 3/4	2 1/4
Scarp of Ditto	5 1/4	"	"	5 0	"	"	"	"	"	Ditto, faying surface against Timbers	5	5	Hold Beam Clamps	5 to 4 1/2	3 1/2
Keelsons	13	14 1/2	"	12 1/4	12 1/4	"	"	"	"	Upper Deck	3	2 1/2	Deck Beam Ditto	3 1/2	3 1/2
Scarp of Ditto	5 1/4	8 1/2	"	5 0	"	"	"	"	"						

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/8	"	1 1/8	Transoms and throats of Hooks	1 5/8	"	1 5/8
Scarp of Keel, No. 7	1 3/16	"	1 3/16	Arms of Hooks	1 3/16	"	1 3/16
Keelson Bolts through Keel at each Floor	1	"	1 5/16	Thro' Bilge & Limber Strakes	1 1/16	"	1 1/16
Bolts thro' Heels of Timbers against Deadwood	1 1/16	"	1 1/16	Thickstuff over Double Floors	1 1/16	"	1 1/16
				Butt End Bolts	1 1/16	"	1 1/16
				Pintles of the Rudder	2 5/8	"	2 5/8
				Hold Beam Bolts in Waterway	1 3/16	"	1 3/16
				Hold Beam Bolts in Shelf or Clamp	1 3/16	"	1 3/16
				Deck Beam Bolts in Waterway	1 1/16	"	1 1/16
				Deck Beam Bolts in Shelf or Clamp	1 1/16	"	1 1/16
				Nails or Bolts in Flat of Deck	"	"	6 galvanized
				Treenails	1 1/4	"	1 1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.  
 The Floors consist of German Oak The First Foothooks of German & English Oak  
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak  
 The Shifts of the First and Second Foothooks are not less than 4 1/8 N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are sufficient  
 The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same  
 The frames are bolts together to the Gunwale. from floorheads N. B. If not, state how bolted.  
 The Butts of the Timbers are close together; their thickness not less than 1 3/4 of the entire moulding at that place.  
 The Frame is cross chocked with some Butt at each end of the chock. The Main piece of Rudder is oak of Windlass is oak  
 The Keel is oak The Main Keelson is greenheart and app free from all defects.  
 The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of oak and are app free from all defects.  
 The Deck and Hold Beams of German Oak The Breasthooks of Iron The Knees of Iron & oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is American Oak  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark Dantzic & other German Oak  
 From the Light Water Mark to the Wales Dantzic Oak  
 The Wales and Black-strakes are Dantzic Oak The Topsides & Sheer-strakes Dantzic Oak  
 The Spirketting and Plank-sheers German Oak The Water-ways { Upper Deck German Oak  
 Lower Deck  
 The Decks Yellow Pine State of Good  
 The Shifts of the Planking are not less than 5 Feet 4 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, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Dantzic & other German Oak  
 The Ceiling, Lower Hold, and between Decks oak Shelf Pieces and Clamps Dantzic Oak  
**Fastenings.**—To Hold Beams 10 pairs of Hanging Knees, 6 pairs of which are Knee Riders and Lodging Pieces to every Beam.

Deck Beams 18 pairs of Hanging Knees & Lodging Pieces to every Beam, those in the foremost Bays being of English Oak.  
 Number of Breasthooks 5 below & 1 above Pointers Iron Transoms 1 pair Crutches 1 & two hooked  
 Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End one of each through and clenched.  
 Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made turned  
 Thickstuff over Double Floors bolts through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given  
 Builder's Signature B & J Gardner Surveyor's Signature J. W. Miles

SLD 936-0043

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Certificate produced test strain in tons	Fathoms. Inches.	Certificate produced test strain in tons	N <sup>o</sup> . Weight
2	Fore Sails,	Chain .....	210 1 3/4	Bower, .....	3 14. 1. 0
1	Fore Top Sails,	Hamper-Stream Cable .....	60 7/8	14 3/4	13. 3. 2
2	Fore Topmast Stay Sails,	Hawser .....	80 5/8	14	12. 3. 14
1	Main Sails,	Towlines .....	80 8	Stream, .....	1 4. 3. 0
2	Main Top Sails,	Warp .....	80 4 1/2	Kedge, .....	2 2. 1. 12
and others as usual		All of <u>good</u> quality.			1. 1. 14

Her Standing and Running Rigging Wire, Blocks & Masts sufficient in size and good in quality.

She has one, life Long-Boat and two others

The present state of the Windlass is good Capstan good Rudder good Pumps two Metal good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed Built under Special Survey  
 2nd. When the Beams are put in, &c. between the 5<sup>th</sup> March, 1864  
 3rd. { When completed, and before the plank be painted or payed } and the present date

*This vessel is fastened with yellow metal in accordance with the Rules, Section 46, for vessels claiming an additional year for yellow metal fastening.*

*B & J Gardner*

*Caulking tested during the progress of the work*

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered yellow metal on felt When last done on the stocks before launching

I am of opinion this Vessel should be Classed 9 A. 1

The Amount of the Fee.....£ 4 : " : " is received by me,

Order No. 1527 Special .....£ 15 : 8 : "

Certificate .....£ " : " : "

Committee's Minute 19<sup>th</sup> July 1864

Character assigned A 1 for 9 years



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