

No. 89 Survey held at Padstow Date Feb 26 184 2
on the Smack Catharine Master Sam: Hoken
Tonnage 54 Built at Padstow When built 1842
By whom built H. Carter Owners Wry & Co
Port belonging to Padstow Destined Voyage Newport
If Surveyed Afloat or in Dry Dock in Builder's Yard whilst Building as presented in rule

Length aloft	Feet. 50	Inches. 8	Extreme Breadth	Feet. 18	Inches. 0	Depth of Hold	Feet. 8	Inches. 0	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	19		Outside.		Inches.	Inside.		Inches.
Floors	sided	9	Moulded	10	7	Keel to Bilge	2	Foot Waling	2 1/4
1 st Foothooks	"	7	"	7	5	Bilge Planks	4	Bilge Planks	3
2 nd Ditto	}	6	"	5	4	Bilge to Wales	2	Ceiling in Flat	2
3 rd Ditto			"	"	3 1/2	Wales	2	Ditto Bilge to Clamp	2
Top Timbers	"	"	"	"	"	Topsides	2	Hold Beam Clamps	
Deck Beams	N ^o . of 12	8	"	8	5	Sheer Strakes	3	Deck Beam Ditto	2 1/2
Hold Beams	N ^o . of	"	"	"	"	Plank Sheers	2	Ceiling 'twixt Decks	2
Keel	"	10	"	13		Water-Ways	2	Hold Beam Shelves	
Kelsons	"	12	"	13		Upper Deck	2	Deck Beam Ditto	
Copper.			Size of Bolts in Fastenings.			Iron.			Inches.
Heel-Knee, and Dead Wood abaft	1		Copper.			Inches.			
Scarp of Keel	None		Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam				
Floor Timber Bolts	1		Butt End Bolts	7/8	Deck Beam				3/4
Kelson ditto	1		Lower Pintle of the Rudder	2 1/2					
Transoms and throats of Hooks	1	}				same in Iron above the Copper			
Arms of Hooks	10								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0 Inches. lay The Space between the Top-timbers is 3 1/2 Inches. any The Stem, Stern Post, are composed of 8th Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of 8th Oak and are well free from all defects.

The Floors and first Foothooks are composed of 8th Timber.

The other Foothooks and Top Timbers of 8th

The Shifts of the first and second Foothooks are not less than 3-6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3-5 1/2

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

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

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

The Main Kelson is composed of 8th Oak and the False Kelson of 8th

The Scarphs of the Kelsons are not less than 9 feet inches.

The Deck and Hold Beams are composed of 8th Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of 8th Oak

From the first Foothook Heads to the Light Water Mark of 8th Oak

From the Light Water Mark to the Wales of 8th

The Wales and Black-strakes are of 8th

The Sheer-strakes and Plank-sheers of 8th

The Decks of 8th Oak 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.

Planking Inside.—The Limber-strakes are composed of 8th Oak the Bilge Planks of 8th Oak

The Ceiling, Lower Hold, of 8th Oak Between Decks of 8th Oak

Shelf Pieces of 8th Clamps of 8th

Fastenings.—To Hold Beams

Deck Beams Long & Locking

Number of Breasthooks Three Pointers none Crutches none

Butts End Bolts are of 8th in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling 8th 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 Thomas Carter

Surveyor's Name John Asman

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
<u>One</u>	Fore Sails,	<u>100</u>	Chain	<u>3/4</u>	<u>2</u>	Bower, <u>4-2</u> each
	Fore Top Sails,	<u>70</u>	Hempen Stream Cable	<u>5/8</u>	<u>1</u>	Stream, <u>2</u>
	Fore Topmast Stay Sails,	<u>70</u>	Hawser	<u>4</u>	<u>2</u>	Kedge, <u>1-1-0-6-3-0</u>
<u>One</u>	Main Sails,	<u>70</u>	Towlines	<u>3</u>		
<u>One</u>	Main ^{Top} Sails,		Warp			
	and <u>all the masting sails</u>		All of <u>good</u> quality.			

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

She has One Long Boat and _____

The present state of the Windlass is good Capstan new and Rudder good

General Remarks—Statement and Date of Repairs.

This is a very fine Built after Byrne, her deck
Beams are not more than 4-7 apart except the main
latching
Be pleased to see a Certificate of Classification
to the Thames, Canton, Padstow

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 1 for 10 years

The Amount of the Fee.....£ 1 : 9 : 0 is received by me,
Admiral
Special£ : :

Committee's Minute 14th March 1842

Character assigned A 1 for 10 years



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