

No. 1043 Survey held at Greenock Date 6th July 1841
 on the New Ship "Caledonia" Master Bryce Allan
 Tonnage 383^{cm} 438^{qm} Built at Greenock When built 24th June 1841
 By whom built Robt. Sturges & Coy Owners Ally Allan & others
 Port belonging to Greenock Destined Voyage Glyde to Quebec
 If Surveyed Afloat or in Dry Dock On Stocks

1043
 Allan

Length aloft	Feet. <u>117</u> Inches. <u>5</u> / <u>10</u>	Extreme Breadth	Amidships	Feet. <u>23</u> Inches. <u>5</u> / <u>10</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>3</u> / <u>10</u>	
Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each	Inches. <u>26</u>	Inches. Middle <u>13</u> Ends <u>10 1/2</u>	Outside.	Inches. <u>3 1/2</u>	Inside.	
Floors	sided	<u>12 1/2</u>	Moulded <u>13</u>	Keel to Bilge	<u>3 1/2</u>	Foot Waling	<u>3 1/2</u>
1 st Foothooks	"	<u>11</u>	" <u>10 1/2</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto	"	<u>10</u>	" <u>8 1/2</u>	Bilge to Wales	<u>3 1/4</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto	"	<u>8 1/2</u>	" <u>7 1/2</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	"	<u>8</u>	" <u>6 1/2</u> <u>5 1/4</u>	Topsides	<u>3</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams	N ^o . of <u>20</u>	<u>10 1/2</u>	" <u>10</u> <u>7</u>	Sheer Strakes	<u>3 1/2</u> <u>4</u>	Deck Beam Ditto	<u>3</u>
Hold Beams	N ^o . of <u>13</u>	<u>12 1/2</u>	" <u>12</u> <u>9</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 3/4</u>
Keel	"	<u>14</u>	" <u>14</u> <u>-</u>	Water-Ways	<u>9</u>	Hold Beam Shelves	<u>5</u> x <u>14</u>
Kelsons	"	<u>14</u>	" <u>16</u> <u>4</u>	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	<u>5</u> x <u>12 1/2</u>
Deck Beam Spaces	<u>4</u> feet <u>9</u> to <u>6</u> feet <u>3</u> inches					Lower deck Spiketting	<u>3</u>
Hold do do	<u>7</u> feet <u>1</u> to <u>7</u> feet <u>4</u> inches					Upper do do	<u>2 1/2</u>
Copper.				Iron.			
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/8</u>			Hold Beam	<u>3/4</u>		<u>1 1/8</u>
Scarpns of Keel	N ^o . <u>7/8</u>			Deck Beam	<u>3/4</u>		<u>1 1/8</u>
Floor Timber Bolts	<u>1 1/8</u>						<u>1 1/8</u>
Kelson ditto	<u>1 1/8</u>						<u>1 1/8</u>
Transoms and throats of Hooks	<u>1 1/8</u>						<u>1 1/8</u>
Arms of Hooks	<u>3/4</u>						<u>1 1/8</u>
Size of Bolts in Fastenings.							
				Bolts thro' the Bilge and Foot Waling	<u>3/4</u>		<u>1 1/8</u>
				Butt End Bolts	<u>3/4</u> <u>5/8</u>		<u>1 1/8</u>
				Lower Pintle of the Rudder	<u>3</u>		<u>1 1/8</u>
						same in Iron above the Copper	<u>1 1/8</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/4 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 4 feet 6 inches to 4 feet 8 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all very well squared. The alternate Frames are all bolted together. to Gunwale N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 3 to 4 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Crop chocks & full Butts Keyed. The Main Kelson is composed of African Oak & Morra and the False Kelson of African Oak. The Scarphs of the Kelsons are not less than Six feet inches. The Deck and Hold Beams are composed of British Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of elm. From the first Foothook Heads to the Light Water Mark of American & British Oak. From the Light Water Mark to the Wales of British & African Oak. The Wales and Black-strakes are of Greenheart African & British Oak. The Topsides of African & British Oak. The Sheer-strakes and Plank-sheers of African Oak. The Water-ways of Red Pine. The Decks of Yellow Pine State of New. The Shifts of the Planking are not less than 36 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 True between

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak. The Ceiling, Lower Hold, of American Oak Between Decks of American Oak. Shelf Pieces of American Oak Clamps of American Oak. **Fastenings.**—To Hold Beams Iron lodging knees on chocks in square body, double lodging British Oak knees in Cant bodies, with Stranger above and below beams. Deck Beams Iron lodging knees on chocks in square body, double lodging British Oak knees in Cant bodies, with Stranger, and twenty diagonal Iron hanging knees. Number of Breasthooks six below, four above deck Pointers two Iron aft Crutches one Iron aft. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. Intervailing Iron bolts, into each timber. General Quality of Workmanship very good Four Transom Knees

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

Builder's Name _____
 Surveyor's Name John R. Collins



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 .	
2	Fore Sails,	240	Chain	1 3/4	3	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	6	2	Kedges,
1	Main Sails,	70	Towlines	5		
2	Main Top Sails,	70	Warp	4		
and well found in other sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has a Long Boat and Jolly Boat and Gig

The present state of the Windlass is Good Capstan Good and Rudder Good
with Poir & Facus's patent purchase Iron lead Pump good

General Remarks—Statement and Date of Repairs.

Laid on in August 1840. Launched 21st June 1841. Frame all English and Welsh Oak, of good quality, and very well squared. Built wholly in Frame. Shifts of Timber good. Cross chocks and full Butts keyed. Planking and Ceiling of good quality, and well wrought. Shifted three between. Number of Beams, fastenings and spaces as described on other side. Edge & Butt Copper bolted, through & clenched on Rings. Foot walging Iron bolted into each timber, not through. Nelson bolts into each floor, through and clenched on Rings, on main Deck. Two Iron Pointers, and an Iron crutch aft, and the Wing and Rider Transoms, are diagonally Iron knee to the sides. She is well fastened and finished, and her stores and furnishings are of the best description.

Sheathed with inch Elm & Pine, amidsthips, and doubled round the bows, with two inch Elm, from Masts about four and a half feet down amidsthips, to same range fore & aft, & coppered when last done over paper to the Masts in July 1841

If Sheathed, Doubled, Felted, or Coppered hips, to same range fore & aft, & coppered when last done over paper to the Masts in July 1841

I am of opinion this Vessel should be Classed "10A1".

The Amount of the Fee.....£ 4 : - : - is received by me,
 Special£ 2 : - : -

John D. Gunning

Committee's Minute 6th August 1841

Character assigned A 1 pr 10 Year