

No. 2171 Survey held at Greenwich Date May 28th 1874
on the Schooner, Calcutonica Master Mr. Moore
Tonnage Old 250 Built at Greenwich When built 1863 Launched May 1864
By whom built John Geddie & Co Owners John Dunsmuir, Geo^r
Port belonging to Greenwich Destined Voyage Whitby
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		112				23	10			13	0
Scantlings of Timber.				Thickness of Plank.							
				IN SHIP.		REQUIRED PER RULE.					
				Sided.	Moulded.	Sided.	Moulded.				
				Middle.	Ends.	Middle.	Ends.				
								Inches.		Inches.	
								In Ship.		Required per Rule.	
Garboard Strakes ..								7		2 1/2	
Garboard to Bilge ..								3 1/4		2 1/2	
Bilge Planks								4		2 1/2	
Bilge to Wales								3 1/4		2 1/2	
Wales								4		4	
Topsides								3 1/4		3	
Sheer Strakes								3 1/2		3	
Plank Sheers								3		2 1/2	
Water-Upper Deck								18 1/2			
WaysLower Deck								mm			
Ditto, faying surface against Timbers ..								5 1/2		5	
Upper Deck								2 1/2		2 1/2	

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			3/4			3/4			3/4		
Scarphs of Keel, N ^o 8			3/4			3/4			3/4			3/4			3/4		
Keelson Bolts through Keel at each Floor			1 1/2			7/10			1 1/2			7/10			7/10		
Bolts thro' Heels of Timbers against Deadwood			3/4			1 1/4			3/4			3/4			3/4		
Transoms and throats of Hooks			1			7/10			3/4			3/4			3/4		
Arms of Hooks			3/4			3/4			3/4			3/4			3/4		
Thro' Bilge & Limber Strakes			1 1/4			5/10			1 1/4			5/10			5/10		
Thickstuff over Double Floors			5/10			5/10			5/10			5/10			5/10		
Butt End Bolts			5/10			5/10			5/10			5/10			5/10		
Pintles of the Rudder			2 1/4			2			2 1/4			2			2		
Hold Beam			Waterway			3/4			3/4			3/4			3/4		
Bolts in			Knees			3/4			3/4			3/4			3/4		
Deck Beam			Waterway			3/4			3/4			3/4			3/4		
Bolts in			Knees			3/4			3/4			3/4			3/4		
Nails or Bolts in Flat of Deck			5/8			5/8			5/8			5/8			5/8		
Treenails			1 1/4			1 1/4			1 1/4			1 1/4			1 1/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 x 3 Inches. The Space between the Top-Timbers is 3 x 5 Inches.

The Floors consist of Baltic Oak. The First Foothooks of Baltic Oak & Spruce.

The Second Foothooks of Baltic Oak & Spruce. The Third Foothooks and Top Timbers of 2nd 1st.

The Shifts of the First and Second Foothooks are not less than 4 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same.

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is Good.

The Frames are all bolted together to the Gunwale. 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 well choiced with a Butt at each end of the chock. The Main piece of Rudder is Baltic Oak of Windlass is Baltic Oak.

The Keel is Amir Cham. The Main Keelson is Baltic Red pine, and is free from all defects.

The Stem, and Stern Post of Baltic Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Baltic Oak & Spruce. Deadwood, Baltic Oak & Red pine, and are well free from all defects.

The Deck and Hold Beams of Spruce. The Breasthooks of Spruce. The Knees of Spruce & Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amir Cham & Red pine or to the First Foothook Heads.

From the above named Height to the Light Water Mark Baltic Red pine & Spruce.

From the Light Water Mark to the Wales Red pine & Spruce.

The Wales and Black-strakes are Baltic Oak & Spruce. The Topsides & Sheer-strakes Baltic Oak & Red pine.

The Spirketting and Plank-sheers Baltic Oak & Spruce. The Water-ways { Upper Deck Red pine & Spruce Lower Deck Amir Cham.

The Decks Yellow pine. State of Material Good.

The Shifts of the Planking are not less than five 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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Amir Cham & Oak.

The Ceiling, Lower Hold, and between Decks Red pine. Shelf Pieces and Clamps Red pine.

Fastenings.—To Hold Beams Spruce Redging knives to each beam, and 3 pair of iron rods through bolted & clenched.

Deck Beams Secured with Spruce Redging knives to each beam, and 7 pair of hanging knives of iron, through bolted & clenched.

Number of Breasthooks Three. Pointers 2 pair Spruce. Crutches one Iron.

Butt End Bolts are Yellow metal in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of Spruce Red pine Amir Cham Yellow metal Planned.

Thickstuff over Double Floors — bolted 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 James Geddie. Surveyor's Signature Wm. Lloyd.

ABNS 0052

2171 abm

CABLES, &c.

ANCHORS, and their weights.

[illegible]

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

She has one Long Boat and one other.

The present state of the Windlass is Good Capstan none Rudder Good Pumps 2 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 Nov^r 14th 1843.
2nd. When the Beams are put in, &c Dec^r 17th 1843.
3rd. { When completed, and before the } March 23rd 1844
 { plank be painted or payed }

This Vessel is well built of good & sound material for the seven years grade, The garboard strakes are horizontally bolted through the keel, and other clenched, A rider keelson fitted of Amⁿ Oak and Arch Moulded wth Bolts, through bolted in accordance with rule Sec 39, - The bilge, and Limber strakes are through bolted & clenched in accordance with rule Sec 44, - The windlass is fitted with patent purchase, She has also a double winch and all other necessary fitting for her ordinary voyage, The caulking has been proved in sundry parts & found in good condition,

Present condition of Caulking of Bottom, *Good* Deck, *Good* and Waterways *Good*

If Sheathed, Doubled, Felted, or Coppered None When last done _____

I am of opinion this Vessel should be Classed 3rd

The Amount of the Fee.....£ 2: 0: - is received by me,

Special £ : - :

Certificate £ : 2 : 6

Committee's Minute 2nd 8 May 1864

Character assigned

Surveyors while building

Sept 11 1843

10

March 29/1891

James M. L.

May 20th/14