

No. 1662 Survey held at Dumbarton Date 17th March 1845
on the New Ship "Ontario" Master Edward Knight
Tonnage 460 old 478 new Built at Dumbarton When built 22nd February 1845
By whom built Denny & Rankin Owners D. & A. Denny & Co
Port belonging to Glasgow Destined Voyage Glasgow to Montreal
If Surveyed Afloat or in Dry Dock On Dock

Length aloft	Feet. <u>119</u> Inches <u>3/10</u>	Extreme Breadth <u>Amidships</u>	Feet. <u>24</u> Inches <u>3/10</u>	Depth of Hold	Feet. <u>18</u> Inches <u>5/10</u>			
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	Inches. <u>28</u>	Inches. Moulded <u>13 1/2</u>	Inches. Ends <u>6</u>	Outside.	Inches. Inside.	Inches.		
Floors	sided <u>12 1/2</u>			Keel to Bilge	<u>3 1/2</u>	Foot Waling	<u>4</u>	
1 st Foothooks	" <u>11 1/2</u>	" <u>12</u>		Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>	
2 nd Ditto	" <u>10 1/2</u>	" <u>11</u>		Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>	
3 rd Ditto	" <u>9 1/2</u>	" <u>9 1/2</u>		Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>	
Top Timbers	" <u>8</u>	" <u>7 1/2</u>	<u>6</u>	Topsides	<u>3</u>	Hold Beam Clamps	<u>4 1/2</u>	
Deck Beams	N ^o . of <u>23</u>	" <u>10</u>	" <u>10</u>	Sheer Strakes	<u>3 1/2</u> <u>4</u>	Deck Beam Ditto	<u>3 1/2</u> <u>4</u>	
Hold Beams	N ^o . of <u>20</u>	" <u>13</u>	" <u>13</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>3</u>	
Keel	" <u>13</u>	" <u>14</u>	" <u>14</u>	Water-Ways	<u>11</u>	Hold Beam Shelves	<u>5</u> <u>X</u> <u>12</u>	
Kelsons	" <u>14</u>	" <u>15 1/2</u>	<u>40</u>	Upper Deck	<u>3 1/4</u>	Deck Beam Ditto	<u>5</u> <u>X</u> <u>12</u>	
Copper.			Size of Bolts in Fastenings.			Lower deck spunketting Upper deck do		Inches.
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/4</u> <u>1 1/8</u>	Copper.			Inches.	Iron.		
Scarp of Keel	N ^o . <u>1/8</u> <u>1</u>	Bolts thro' the Bilge and Foot Waling			<u>7/8</u>	Hold Beam	<u>1</u>	
Floor Timber Bolts	<u>1 1/8</u>	Butt End Bolts			<u>3/4</u>	Deck Beam	<u>1</u>	
Kelson ditto	<u>1 1/8</u>	Lower Pintle of the Rudder			<u>3 1/2</u>	same in Iron above the Copper		
Transoms and throats of Hooks	<u>1 1/8</u>							
Arms of Hooks	<u>1/8</u> <u>1</u>							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 36 1/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British and African 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 ft. to 4 ft. 4 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 well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 3 1/4 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. One chock, full Butts and Scarphs. The Main Kelson is composed of African and British Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than Six feet two inches. The Deck and Hold Beams are composed of British and African Oak, and one of French Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm. From the first Foothook Heads to the Light Water Mark of Pitch Pine and British Oak. From the Light Water Mark to the Wales of British and African Oak, and Greenheart. The Wales and Black-strakes are of Greenheart African & British Oak. The Topsides of Pitch Pine. 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 5 ft 6 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 American Oak the Bilge Planks of American Oak. The Ceiling, Lower Hold, of American Oak Between Decks of Pitch Pine. Shelf Pieces of American Oak Clamps of American Oak.

Fastenings.—To Hold Beams Iron bolging knees on cheeks, with Shippers above & below Beams, and nine pair of diagonal iron hanging knees. Deck Beams Iron bolging knees on the timbers, with Shippers, and seven pair of diagonal iron hanging knees. Number of Breasthooks Six below Deck Pointers one pair Crutches one iron aft. Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Yellow Metal bolted through and clenched. Fastenings iron bolts into every timber 1/8 inch 15 inches long, not through. General Quality of Workmanship Good Four Transom Knees.

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

Builder's Name

Surveyor's Name

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, 21, 22 1/2, & 23. cwt.
1	Fore Top Sails,	60	Hempen Stream Cable	9	1	Stream, 5 1/2 cwt
2	Fore Topmast Stay Sails,	85	Hawser	7	2	Kedge, 2 1/2, & 3 1/2. cwt
1	Main Sails,	75	Towlines	5		
2	Main Top Sails,	60	Warp Stream Chain	1 1/2		
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 Silly Boat, and Lip

The present state of the Windlass is Good Capstan double Winch and Rudder Good

with Patent Purchase Good Two Lead Pumps good

General Remarks—Statement and Date of Repairs.

Said on in July 1844; launched 20th February 1845. Inspected at the three prescribed periods, and at other times specially while building. Frame all Welsh oak, of good quality, and well squared. Built wholly in frame. Shifts of timber good. Cup chock, full Butts and Seascopes. Planking and ceiling of good quality, well wrought, and shifted three between. Number of Beams, fastenings, and spars, as described, all of which are of British and African oak, except Hold beam at the fore part of main hatchway, which is of French oak. Side arms of iron knee Riders to Hold Beams, and Belge and butt bolts, of yellow metal and copper, through and clenched. Iron pointers aft, and crutch, through yellow metal bolts, and clenched. Footwaling bolts, iron put through. Nelson bolts yellow metal through each floor, and clenched on rings on main keel. The workmanship is good, and her stores and furnishings complete, and of a good description.

Deck Beam Spaces. Hook to first Beam 2f. 6. + 3f. 4. + 3f. 6. + 3f. 9. + 4f. 6. + ^{fore hatch} 4f. 6. + 4f. 6. + 4f. 8. + 4f. 2. + 4f. 6. + 4f. 2. + ^{main hatch} 7f. + 7f. + 4f. 1. + 4f. 6. + 3f. 8. + 3f. 6. + 4f. + 4f. 9. + 5f. + 6f. + 4f. + 4f. 4. + 4f. to transom.

Hold Beam Spaces. Hook to first Beam, 2f. 2. + 3f. 6. + 5f. 4. + 4f. 2. + 4f. 6. + 4f. 2. + 4f. + 4f. 2. + 4f. 2. + 4f. 2. + ^{main hatch} 7f. + 6f. 5. + 4f. 2. + 4f. 6. + 3f. 2. + 3f. 6. + 2f. 8. + 5f. 3. + 4f. 7. + 3f. 2. + 2f. 1. after Beam to transom.

Sheathed with Elm about four feet below the Wale over felt, & Yellow Metalled over felt to the Wale, & over three lower Wale Strakes. When last done in February 1845.

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

The Amount of the Fee.....£ 5 : u : u is received by me, John R. Canning

Special£ 23 : u : u

Committee's Minute 25th March 1845

Character assigned M2