

New Ship

STEAM VESSELS.

2542

No. 2542 Port of London Date April 27 1836Survey of the S^r Caledonia Master J. TurnerTonnage 423 By whom built Mess^{rs} Green & Co Where built LondonWhen built 1836 Owners Genl Steam Nav^y Co Port belonging to LondonLaunched 28 March Destined Voyage LeithSurveyed Afloat or in Dry Dock During the Building

Dimensions.

Feet.	Inches	Feet.	Inches
Length of Keel.....		Depth of Hold	
Rake of Stem	<u>17 1/2</u>	Lower Hold	<u>17 6</u>
D° of Stern Post.....		Between Decks	
Extreme Breadth	<u>29</u>		

Power of Engines.....2 of 120 H.P. each

Scantling of Timber.

Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each.....	<u>13 1/2</u>		
Floors in the middle	<u>13</u>	<u>13</u>	<u>English Oak</u>
1 st Foothooks	<u>10</u>		"
2 nd Foothooks	<u>10</u>	<u>9</u>	"
3 rd Foothooks	<u>9 1/2</u>	<u>6 1/2</u>	"
Top Timbers	<u>9 1/2</u>	<u>6</u>	"
Deck Beams.....Middle.....	<u>10</u>	<u>9</u>	<u>oak</u>
.....Knees	<u>10</u>	<u>9</u>	"
Lower Deck Beams.....Middle.....	<u>10</u>	<u>9</u>	"
.....Knees	<u>10</u>	<u>9</u>	"
Paddle Beams	<u>16</u>	<u>14</u>	"
Main Kelson	<u>13</u>	<u>14 1/2</u>	"
Engine and Boiler Sleepers ..	<u>4</u>	<u>15 1/2</u>	<u>oak</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Bottom	<u>4</u>	Ceiling	
Bilge Planks		Bilge Planks	<u>5</u>
Sponcings	<u>4 1/2</u>	Lower Deck Clamps	<u>4</u>
Wales	<u>6</u>	Upper Deck Clamps	<u>4</u>
Topsides	<u>3</u>	Shelf Pieces	<u>11 x 6 1/2</u>
Shear Strake	<u>4</u>		
Plank Shears.....	<u>4</u>		

Decks.

Thickness.....	Inches.	Water Ways ..	Inches.
	<u>3</u>	<u>5</u>	

Bolts.

Inches.	Inches.
Heel-Knee, and Dead Wood.....	<u>3 1/4</u>
Scarp of the Keel.....	<u>1 1/2</u>
Kelson Bolts	<u>1 1/2</u>
Sleeper Bolts	<u>1 1/2</u>
Bolts thro' the Bilge and Foot ..	<u>1 1/2</u>
Waling	<u>1 1/2</u>
Butt Bolts.....	<u>3 1/4</u>
Lower Deck Beam Bolts.....	<u>1</u>
Hooks forward at throat	<u>1 1/2</u>
Hooks forward at arms.....	<u>1</u>
Transoms	<u>1 1/2</u>
Lower Pintle of the Rudder ..	

Masts, Yards, &c.

Quality of Wood.	Length, &c.
Bowsprit	<u>Red Pine of good quality & sufficient size</u>
Foremast	
Main Mast	
Mizen Mast	

Sails.

Is generally well found in }
Sails, or otherwise. }

Cables, Cordage, &c.

Fathoms.	Inches.
Cables, Hemp	
D° Iron.....	
Hawser.....	
Towlines	
1 st Warp	
2 nd D°	

Standing and Running Rigging is all found to
be sufficient in size, and good in quality. }

Anchors.

Nos.
Bower
Stream
Kedge

Boats.

Number and Description.

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

Owner's Name

Surveyor's Name

George Bayley

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Lloyd's Register
Foundation

LON 599-0315

2542. *Ln*

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

English Oak fairly squared nearly free from sap - Framed every
timber in the square body & bolted together to the top height. The Butts
of the Timbers are square and coaked together with the exception of the
top timbers which are scarfed on to the 3rd Bullocks - The Frame is
formed on Sir R. Seppings' Plan with long and short armed Floors crossing
the Keel.

Engine Room.

Floors filled in solid
to the floor heads,
or to what place.

Filled in solid from the Keel to the Gunwale in way
of the Engines, before and abaft that filled to the Bilge or
Floor Heads

Arrangement of
Sleepers.

Two on each side of the Keelson extending forward aft as
far as the form of the body will admit -

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Outside from the Keel to the Bilge of Elm, from thence up
with English and African Oak - worked generally 3 between
with 5 feet shift - ~~there are~~ ⁱⁿ some parts forward and aft
in which there are but two planks between in consequence
of the change from the long african and American Elm
Planks to English Oak of the usual lengths. The Clamps &
shelf pieces are of English and African Oak, all of good
quality

Fastenings.

Iron or Copper, and
Date when done.

Copper fastened

Butt Bolts through
and clenched, or
otherwise.

are through and clenched, Bilges. Bolted through &
clenched

If diagonally trussed
or otherwise.

wood Truss, & Iron suspension Plates in the contrary direction

If Sheathed,
Coppered,
Doubled,
Felted.

Sheathed with Copper upon Paper

Repairs.

General Observations
and Opinion as
required by the
Instructions.

The Deck and Hold beams are secured with shelf pieces
and Iron hanging and hogging knees properly bolted -
Stem and Hooks, Stinson, Cutch & Deadwood knee, Transoms
and Combs properly secured - The fore and aft beams are
bolted through from side to side and clenched - Scarphs of
the Keelson 4ft 9ins long bolted through every floor timber -
The Shifts of the 1st Bullocks with the Floor Heads is 2ft 10ins
of the 1st & 2nd Bullocks 3ft 8ins, 2nd & 3rd Bullocks 4ft 2
upwards. The whole of the materials are of good quality in their respective
kinds - The workmanship generally of the best description - The shifts
of the Timbers in the Frame ought to have been 4ft 1 1/2 ins by the Rule
and of the Keelson considering the Engine Sleepers as Rider Keelsons)
about 6 feet - In my opinion the timbers being square heads & coaked
together should be considered as making some compensation for the
short shifts to the extent of 9 or 10 inches - and the Iron suspension Plates
be considered as further strengthening the Frame - According to the Rules I
do not feel justified in
recommending this
depth to be less than
than 11A -

The Amount of the Fee, £ 5 : 5 : 0 is received by me.

Committee Minute

3 June

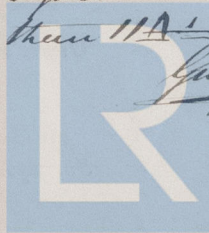
1836

Character assigned

A 1 for 11 Years

M. W. L.

J. R.

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