

No. 2704 Survey held at London
on the SS Caledonia

Date October 25th 1836
Master Alaric MacLeod

Tonnage 104 Built at Inverness
By whom built Alaric MacLeod

When built 1827

Owners J. Suter & Co

Port belonging to Inverness

Destined Voyage Inverness

If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... 64 0 Feet. 0 Inches. Extreme Breadth 19 9 1/2 Feet. 0 Inches. Depth of Hold 11 4 teeth Feet. 0 Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Each	Middle	Ends
Timber and Space.....	<u>12 1/2</u>		
Floors.....	<u>10 1/2</u> Moulded	<u>11</u>	
1 st Foothooks.....	<u>10</u>		
2 nd Ditto.....			
3 rd Ditto.....			
Top Timbers.....	<u>7</u>	<u>5 1/2</u>	
Deck Beams.....	<u>10</u>	<u>9</u>	
Hold Beams.....	<u>10</u>	<u>10</u>	
Keel.....			
Kelsons.....	<u>12</u>	<u>13</u>	
Rudder.....	<u>12</u>	<u>4 1/2</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>3</u>
Bilge Planks.....		Bilge Planks.....	<u>3 1/2</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2 1/2</u>
Wales.....		Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....		Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....		Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>3 1/2</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>2 1/2</u>	Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarpns of Keel.....	<u>Nº</u>	Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than..... N.B. When reported by you less than the prescribed Rule, then state how many.

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

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

The alternate Frames are..... bolted together.

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

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

The Main Kelson is composed of Foreign Oak and the False Kelson of.....

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

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of elm

From the first Foothook Heads to the Light Water Mark of Foreign Oak

From the Light Water Mark to the Wales of Foreign Oak

The Wales and Black-strakes are of English Oak

The Topsides of Ditto

The Sheer-strakes of Ditto

The Gunwales of Ditto Water-ways of English Oak

The Shifts of the Planking are not less than five Feet..... Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Foreign Oak the Stringers of..... The Planking is wrought three & two between.

The Bilge Planks of Foreign Oak and the remainder of the Ceiling of Foreign Oak

Fastenings.—To Hold Beams double lodging oak knees

Deck Beams with double lodging oak knees

Number of Breasthooks Four Pointers..... Crutches.....

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name.....

Surveyor's Name W. Middleton

2904 *Lon*

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
	<i>One new suit</i>					
	Fore Sails, & <i>spare top</i>	180	Chain	15-16	2	Bower,
	Fore Top Sails,	80	Hempen Stream Cable.....	7 1/2	1	Stream,
	Fore Topmast Stay Sails,	75	Hawser	5	1	Kedge,
	Main Sails,	75	Towlines	4		All of proper weight.
	Main Top Sails,	75	Warp	3		
and			All of <i>good</i> quality.			

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

She has *One* Long Boat and *Jelly Boat*

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

General Remarks—Statement and Date of Repairs.

*At the present time rigd into a schooner
Caulked in June last and in good condition both in
the hull & stores.
Appears a strong & substantial built vessel, scantling
of large dimensions and from her good appearance has
evidently been well kept—*

If Sheathed, Doubled, or Felted, *Single bottom*
and Date when last done _____

And *Sam* of opinion this Vessel should be Classed *A 1*

The Amount of the Fee.....£ *10: 6* is received by me, *Middleton* & paid into the Office

Committee Minute *28 October* 183 *6*

Character assigned *A 1 for 9 years*
Sam *J. D.*



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