

No. 614 Survey held at Quebec Date September 1863 to May 1864
on the Barque Strathpey Master A. Grouier
Tonnage Old 568.63/94 Built at Quebec When built 1864 Launched May
By whom built Gingra & Son Owners J. G. Ross
Port belonging to Quebec Destined Voyage Glasgow
If surveyed while Building, Afloat, or in Dry Dock Ship

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		140	0			29	5			18	18
Length of Keel		Feet.	Inches.	Sided.		In SHIP.		Moulded.		Sided.	
Scaulings of Timber.											
				Middle.	Ends.	Middle.	Ends.	Middle.	Ends.		
TIMBER AND SPACE		30				30					
Floors		12 1/4	13	12	12	12	12				
1st Foothooks		10 1/2	12	11	11	11	11				
2nd Ditto		10 1/2	11	10	10	10	10				
3rd Ditto		10 1/2	10	9 1/2	9	9	9				
Top Timbers		10	9 1/2	7	9	9	6				
Deck { No 24 1/2 Average Space }		4 ft 6 in		10 1/2	10	8	9	9	7 1/2		
Beams											
Deck Beams, length amidships		27 3/4									
Hold { No 2 1/2 Average Space }		4 ft 5 in		13 1/2	13	11	12 1/2	12 1/2	10 1/2		
Beams											
Hold Beams, length amidships		27 5/8									
Keel		14 1/2	15			14	14				
Scarphs of Ditto		6 3/4				6 0					
Keelsons		15 1/2	17			15	15				
Scarphs of Ditto		7 ft				6 0					

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 1/4	1 1/2		1 1/8	1 1/8	1 1/8
3 Scarphs of Keel, No. 9		1 1/8	1		1	1	1
Keelson Bolts through Keel at each Floor		1 1/8	1 1/2		1 1/8	1 1/8	1 1/8
Bolts thro' Heels of Timbers against Deadwood		1	1 1/4		1 1/2	1 1/2	1 1/2
Transoms and throats of Hooks					1 1/8	1 1/8	1 1/8
Arms of Hooks					1	1	1
Thro' Bilge & Limber Strakes					7/8	7/8	7/8
Thickstuff over Double Floors					5/8	5/8	5/8
Butt End Bolts					3/4	3/4	3/4
Pintles of the Rudder					3 1/2	3 1/2	3
Hold Beam					1 1/2	1 1/2	1 1/2
Bolts in					1 1/2	1 1/2	1 1/2
Deck Beam					7/8	7/8	7/8
Bolts in					7/8	7/8	7/8
Nails or Bolts in Flat of Deck					6 1/2	6 1/2	6 1/2
Treenails 1 1/2 Inches					1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 5 Inches.
The Floors consist of Rock Elm & Birch for 63 ft 6 in remainder Samarac
The Second Foothooks of Samarac The Third Foothooks and Top Timbers of Samarac
The Shifts of the First and Second Foothooks are not less than 3 feet 10 in N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 3 ft 10 in to 5 ft 3 in
The Frame is well squared from the First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is good
The — Frames are iron bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.
The Frame is part chocked with a Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak
The Keel is Rock Elm The Main Keelson is Oak and — free from all defects.
The Stem, and Stern Post of Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Samarac Deadwood, of Birch 22 inches and are — free from all defects.
The Deck and Hold Beams of Samarac & Red Pine The Breasthooks of Sam & Iron The Knees of Sam & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Rock Elm, Red Pine & Samarac
From the above named Height to the Light Water Mark Rock Elm, Red Pine & Samarac
From the Light Water Mark to the Wales Samarac & Red Pine
The Wales and Black-strakes are Samarac & Red Pine The Topsides & Sheer-strakes Samarac & Red Pine
The Spiketting and Plank-sheers Red Pine The Water-ways { Upper Deck Yellow Pine Lower Deck Red Pine
The Decks Yellow Pine State of good
The Shifts of the Planking are not less than 5 Feet 6 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 strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Rock Elm & Samarac
The Ceiling, Lower Hold, and between Decks Samarac & Red Pine Shelf-Pieces and Clamps Red Pine & Samarac
Fastenings.—To Hold Beams 8 inch Samarac lodging Knees, with an iron Rider to every beam end all well fitted and through bolted.

Deck Beams 6 1/2 in Samarac lodging Knees, with 10 pairs of iron hanging knees and three (3) pairs of Standards (iron) to beam ends all well fitted and through bolted.
Number of Breasthooks Eight (8) Pointers None Crutches Four (4) Sam & Iron
* Butt End Bolts are of Yellow Metal in the Bottom. Two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Samarac How Made Turned
Thickstuff over Double Floors are iron 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 J. M. Gingra Proprietor Surveyor's Signature J. A. Ridley
* Butts for 9 strakes from keel between the masts are through bolted with iron spliced up & plugged.

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

She has SAILS.		CABLES, &c.			BOWERS, &c.		
N ^o .		Fathoms.	Inches.	Tested to.	N ^o .	Weight	Tested to.
16 pieces	Fore Sails,	Chain	150	1 7/8	37.4.0.0	Bower,	Wood Stock Grand ...
	Fore Top Sails,	Hempen Stream Cable ..					
	Fore Topmast Stay Sails,	Hawser . <i>Masilla</i> ..	90	7 1/2		Stream,	
	Main Sails,	Towlines					
	Main Top Sails,	Warp	80	4 1/2		Kedge,	<i>S. S.</i> ..
		All of <i>good</i> quality.					

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

She has One Long Boat and 9 or 8

The present state of the Windlass is Good Capstans Good Rudder Good Pumps 2 of Iron

General Remarks and Statement and Date of Repairs, if any.

Order for Special Survey,
No. _____ Date Sept^r 1863

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed _____
 2nd. When the Beams are put in, &c. Specially
 3rd. { When completed, and before the }
 { plank be painted or payed } Surveyed.

No. _____ Date Sept 1880

This Kessels frame was built on stage & hoisted up with double floors all fore & aft - Timber & plank is good & well worked - Two stakes 10 by 10 ^{of Jamarc} are fitted over stern floor heads & 1st futtock heels well thro' & bolted every 2.6' with $\frac{7}{8}$ in - Reckons are well fitted thro' bolter & generally clenched under Reel - An opening are cut as per Rule Section 37 - Upper deck Waterway is well fitted & bolted as per Table B - Bridges are extra thro' fastened with 55 lb aside of $\frac{7}{8}$ in both punched up & plugged & all clenched inside - Upper deck Shelf, clamp, lower deck Waterway & spunketting with the Clamp are all single thro' bolted - The lower deck Shelf is double or single in every timber driven from outside & clenched inside - Thick stakes are well fitted to timbers & seamed & bolted as per Rule Section 39 -

	Hold	Deck
Number of Knee solid arms ^{Patent below}	22	13
Length of Beam arm	3-3	3-3
" " Side arm	13-6	5-1
Breadth of Knee	2½	2½
Thickness at Butts of Timbers	2	—
" " angle	4¾	4¼
" " throat	3	2½
" " ends	142	1
Size of bolts	1	½
throat bolts	1½	1
Number of bolts Beam arm	344	344
" " Side arm	9410	445
Distance between bolts	17 in	
Number of Yellow Metal bolts in Riders	647	

Butts & Bilges are thus bolted
"in per Rule Section 46" —
She is well thus fastened all over
& well built & in our opinion
eligible to Class 7 ~~in~~

Charles Drake.

J. A. Ridley

28-5-64
Present condition of Caulking of Bottom, very good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered

I am of opinion this Vessel should be Classed 7 A

The Amount of the Fee... Class: £ 5 : 0 : 0 is received by me, C. K. Kohn.

Special£ 26: 5: 0

Certificate . . . £ : 2 :

Committee's Minute 13 July 18 67

Character assigned