

No.          Survey held at London Date Sept 11<sup>th</sup> 1840 66911  
on the Brig "Havre" Master Moore  
Tonnage 103 Built at Bermuda When built 1838  
By whom built          Owners R R Brown  
Port belonging to London Destined Voyage Sandwich Islands  
Surveyed Sept 11 in Dry Dock Messrs. Hetchers

Length aloft ..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

#### Scantlings of Timber.

Timber and Space.....	each	Inches.	Inches.	Inches.
Floors.....	sided	6	Moulded	
1 <sup>st</sup> Foothooks.....	"	6	"	4
2 <sup>nd</sup> Ditto.....	"	"	"	
3 <sup>rd</sup> Ditto.....	"	6	"	6 1/2
Top Timbers.....	"	6	"	5 1/2
Deck Beams ....N°. of <u>17</u>	"	8 1/2	"	7 1/2
Hold Beams ....N°. of <u>        </u>	"	<u>        </u>	"	<u>        </u>
Keel .....	"	9 1/2	"	13
Kelsons .....	"	12	"	11

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	2	Foot Waling .....	
Bilge Planks .....	3 1/4	Bilge Planks .....	3
Bilge to Wales .....	2	Ceiling in Flat .....	
Wales .....	3	Ditto Bilge to Clamp .....	3 1/2
Topsides .....	2	Hold Beam Clamps .....	
Sheer Strakes .....	2	Deck Beam Ditto.....	
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks .....	
Water-Ways .....	6	Hold Beam Shelves .....	
Upper Deck .....	2 1/2	Deck Beam Ditto.....	5

#### Copper.

Heel-Knee, and Dead Wood abaft .....	Inches.
Scarp of Keel.....N°. of <u>        </u>	
Floor Timber Bolts .....	
Kelson ditto .....	
Transoms and throats of Hooks .....	
Arms of Hooks .....	

#### Size of Bolts in Fastenings.

Copper.	Inches.
Bolts thro' the Bilge and Foot Waling .....	
Butt End Bolts .....	3/4
Lower Pintle of the Rudder .....	2 1/4

#### Iron.

Hold Beam .....	Inches.
Deck Beam .....	3/4
same in Iron above the Copper.....	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is four Inches. The Space between the Top-timbers is four Inches. The Stem, Stern Post, are composed of Cedar the Transoms, Aprons, Knight Heads, Hawse Timbers, of Cedar and are          free from all defects.

The Floors and first Foothooks are composed of Cedar Timber.

The other Foothooks and Top Timbers of Cedar

The Shifts of the first and second Foothooks are not less than not run N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not run

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

The ~~frames~~ Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are square 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 Cedar and the False Kelson of         

The Scarphs of the Kelsons are not less than 5 feet          inches.

The Deck ~~and Hold Beams~~ are composed of Cedar

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Cedar

From the first Foothook Heads to the Light Water Mark of Cedar

From the Light Water Mark to the Wales of Cedar

The Wales and Black-strakes are of Cedar The Topsides of Cedar

The Sheer-strakes and Plank-sheers of Cedar The Water-ways of         

The Decks of Pitch Pine State of very good

The Shifts of the Planking are not less than 4 1/2 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 Two & Three between

**Planking Inside.**—The Limber-strakes are composed of Cedar & first Pitch Pine the Bilge Planks of Cedar & first Pitch Pine

The Ceiling, Lower Hold, of          Between Decks of         

Shelf Pieces of Cedar Clamps of Cedar

**Fastenings.**—~~To Hold Beams~~ Wood Laying Straps to the end of each beam, & 4 Pair of Iron Hanger Nails

Deck Beams         

Number of Breasthooks Two Pointers none Crutches none

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

Bilge and Footwaling are 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 Wm. J. Clark



66942

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	
	Fore Sails,		Chain .....		Bower,
	Fore Top Sails,		Hempen Stream Cable .....		Stream,
	Fore Topmast Stay Sails,		Hawser .....		Kedge,
	Main Sails,		Towlines .....		
	Main Top Sails,		Warp .....		
and			All of _____ quality.		

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is Good Capstan \_\_\_\_\_ and Rudder good

**General Remarks—Statement and Date of Repairs.**

At the present time fitted 4 Pair of Iron  
Banging knees, in way of the fore & main Rigging—  
This is a very good vessel. The frame work seen is  
well squared, & the plank well wrought to the timbers—  
with the exception of a few planks Inside she is built  
entirely of Cedar. The Outside plank is fastened with  
Spikes (Copper to the wales) and the Butts are partially  
through bolted. The bilge planks are not bolted.

Date of Copper

If Sheathed, Doubled, Felted, or Coppered Coppered on paper When last done 1838

I am of opinion this Vessel should be Classed 7 A 1

The Amount of the Fee.....£ 2 : — : — is received by me, W. H. H.  
Special .....£ : : : W. H. H.

Committee's Minute 15<sup>th</sup> Septe 1840  
Character assigned 8 A 1