

No. 626 Survey held at Prince & Island Date May to Nov 1866  
in the Brig "Hewadin" Master James Cole  
Tonnage under tonnage deck 231.29 Built at Summerside When built 1866 Launched Nov 1866  
Tonnage of poop 28.92 or spar deck 8.80 By whom built Robert M. Laurin Owners Robert Tinson Holman  
Total tonnage 268.51 Port belonging to Prince & Island Destined Voyage Liverpool  
Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..	11 1/2	6	Extreme Breadth Outside	26	5	Depth of Hold .....	12	6	Number of Decks one
Length of Keel .....	11 1/2								
Scantlings of Timber.									
TIMBER AND SPACE .....	22					Outside Plank.			Dimensions of Ship per Register,
Floors .....	9 1/2	10	9	8 1/2	8 1/2	Garboard Strakes ..	3	3	length breadth depth
1st Foothooks .....	9 1/2	9	8	8 1/2	8 1/2	Garboard to Bilge ..	3	3	118.50 26.40 12.40
2nd Ditto .....	8 1/2	9	7	7 1/2	7 1/2	Bilge Planks .....	3	3	Inside Plank.
3rd Ditto .....	8 1/2	7	6	7	6 1/2	Bilge to Wales ....	3	3	INCHES.
Top Timbers .....	8 1/2	7	6	7	6 1/2	Wales .....	4	4 1/4	In Ship. Required per Rule.
Deck } No 24 Average }	4 1/2	9 1/2	10	7 1/2	9 1/2	Topsides .....	4	3 1/2	
Beams }						Sheer Strakes .....	4	3 1/2	
Deck Beams, length amidships ....	24	5				Plank Sheers .....	3 1/2	3	
Hold } None Average }						Water } Upper Deck	8 1/2	10	6
Beams }						Ways } Lower Deck			
Hold Beams, length amidships .....						Ditto, faying surface	5	6	
Keel .....	11 1/2	12		11 1/4	11 1/4	against Timbers ..	5	6	
Scarp of Ditto .....	5	10		5	0	Upper Deck .....	3	2 1/2	
Keelsons .....	12	21		12 1/2	12 1/2				
Scarp of Ditto .....	5	6		5	0				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, No. 1		1 1/2	1 1/4	Arms of Hooks .....		1	1 5/16	Bolts in	Knees .....			
Keelson Bolts through Keel		1 1/2	1 1/4	Thro' Bilge & Limber Strakes	3/4	1 3/16	1 3/16		Shelf or Clamp			
at each Floor .....		1	1 5/16	Thickstuff over Double Floors	3/4		1 1/16	Deck Beam	Waterway ..		1 3/16	3/4
Bolts thro' Heels of Timbers		3/4	3/4	Butt End Bolts .....	3/4	3/4	1 1/16	Bolts in	Knees .....		1 3/16	3/4
against Deadwood .....				Short Bolts in Ceiling .....		3/4			Shelf or Clamp		1 3/16	
				Pintles of the Rudder .....	2 1/2	2 1/2	2 3/8	Nails or Bolts in Flat of Deck				
								Treenails .....	Inches	1 1/4	1 1/2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 10 1/2 Inches. The Space between the Top-Timbers is 12 1/2 Inches.

The Floors consist of Birch and Spruce The First Foothooks of Birch and Spruce  
The Second Foothooks of Spruce The Third Foothooks and Top Timbers of Spruce and Cedar  
The Shifts of the First and Second Foothooks are not less than 3" 8 N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are 3" 8  
The Frame is well squared from First Foothook Heads upwards, and generally 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 partially chocked with Fir Butt at each end of the chock. The Main piece of Rudder is Oak of Windlass is Oak

The Keel is Birch The Main Keelson is Spruce and free from all defects.

The Stem, and Stern Post of Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Spruce and Oak Deadwood, of Birch under 3 feet high and are free from all defects.

The Deck and Hold Beams of Spruce The Breasthooks of Spruce The Knees of Spruce

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Birch and Beech or to the First Foothook Heads

From the above named Height to the Light Water Mark Birch and Beech

From the Light Water Mark to the Wales Spruce

The Wales and Black-strakes are Spruce The Topsides & Sheer-strakes Spruce

The Spirketting and Plank-sheers Spruce The Water-ways { Upper Deck Spruce Lower Deck

The Decks Spruce State of good

The Shifts of the Planking are not less than 5 Feet 10 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 Spruce between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Spruce

The Ceiling, Lower Hold, and between Decks Spruce Shelf Pieces and Clamps Spruce

Fastenings.—To Hold Beams No Hold beams

Deck Beams Lodgers knees of Spruce and spans of vertical iron knee under 3" broad 3 1/2 at angle, 2 1/4 at thru bolts, 1 1/2 at joints of timbers extending down over the bilge taking three bolts through a substantial part of floor arms.

Number of Breasthooks 4 Spruce and Iron Pointers 1 Pair Spruce Crutches 2 Spruce and Iron

Butt End Bolts are of Yellow metal in the Bottom. two Bolts in each Butt End one of which is through and clenched.

Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of Spruce How Made Curved Spruce

Thickstuff over Double Floors Yellow metal bolted through and clenched. General Quality of Workmanship

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Robert M. Laurin Surveyor's Signature

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

*Staffordshire Public machine*

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
<i>One out and spare Fore Doubt Top and Stag sail</i>	Fore Sails,	Chain .....	902	1 1/2	20.6.0.0			<i>Iron 5 tks</i>	1	9.0.0	11.2.2.0		
	Fore Top Sails,		903	1 1/2				Bowers .....	1	9.0.0	11.2.2.0		
	Fore Topmast Stay Sails,	Hempen Stream Cable								8.0.3	10.3.0.0		
	Main Sails,	Hawser .....	90	6 1/2				Stream .....	1	2.3.6	5.6.0.0		
	Main Top Sails,	Towlines .....						Kedges .....	1	1.1.23	3.18.0.0		
		Warp .....	90	4									
	and <i>one</i>	All of <i>good</i> quality.											

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

She has one Long Boat and

The present state of the Windlass is good Capstan Iron Rudder good Pumps 2 Iron goods

Order for Special Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

Order for Ordinary Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

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

- 1st. When the Frame is completed 10 May. 21 June  
2nd. When the Beams are put in, &c. 27 July, 5 Sept.  
3rd. { When completed, and before the } 15 Sept. 22 Oct. 7 Nov.  
      { plank be painted or payed }

### General Remarks

Thirteen (13) pairs of Iron plates 3 1/2 x 1/2 inch are fitted and secured upon the outside of frame about eight feet apart on the square in accordance with rule section 39. Many of the plates are very roughly fitted, more particularly those on the port side, they are however made strong by being bolted through every timber. She is additionally secured with thick cutlery on the inside, a heavy rider keelson, the clamps are also large, and 8 pairs of strong Iron knee-ribs extend down over the bulges taking four bolts through a substantial part of floor arms.

*Recho Suggs*

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_

When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 5 A

The Amount of the Fee.....£ 3 : 1 : " is received by me,

*Dec 1866* Special .....£ 6 : 8 : "  
Travelling expenses Certificate .....£ 7 : " : "

Committee's Minute 18<sup>th</sup> December 1866

Character assigned for 5 years