

No. 91 Survey held at Poole Date 17 March 1840

on the Ship Vere Master James Wills

Tonnage 460 Built at Chester When built 1811

By whom built Owners Silby & Sons

Port belonging to Poole Destined Voyage Poole to Quebec

If Surveyed Afloat or in Dry Dock afloat
See London Survey No 4829 - Classed E

Length aloft.....	Feet. 116	Inches. 1	Extreme Breadth	Feet. 30	Inches. 8	Depth of Hold	Feet. 20	Inches. 3
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	28	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	13	Moulded	18	Keel to Bilge		Foot Waling.....	
1 st Foothooks.....	"	12 1/2	"	18	Bilge Planks		Bilge Planks	
2 nd Ditto.....	"	"	"	"	Bilge to Wales		Ceiling in Flat	3
3 rd Ditto.....	"	"	"	"	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	"	"	"	"	Topsides	3	Hold Beam Clamps	4 1/2
Deck Beams	Number of 18	12	"	13	Sheer Strakes	4	Deck Beam Ditto.....	4 1/2
Hold Beams	No. No. 17	13	"	13	Plank Sheers.....	3 1/2	Ceiling 'twixt Decks	3
Keel	"	"	"	"	Water-ways	10 by 13	Hold Beam Shelves	6 by 13
Kelsons	"	17 1/4	"	18	Upper Deck	3	Deck Beam ditto	6 by 13

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1 1/4	Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	1 1/4
Scarpsh of Keel.....	N ^o .	Butt End Bolts		Deck Beam	1 1/8
Floor Timber Bolts.....		Lower Pintle of the Rudder	3 1/2		
Kelson ditto.....					
Transoms and throats of Hooks					
Arms of Hooks				same in Iron above the Copper	

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

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

Her other Foothooks and Top Timbers of Red pine

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 well squared from the first Foothook Heads upwards, and is where seen 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 English Oak and the False Kelson of _____

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

The Deck and Hold Beams are composed of English and African Oak

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

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

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English & African Oak

The Topsides of Red pine

The Sheer-strakes of English Oak Decks, and state of, Red pine good

The Gunwales of Red pine Water-ways of African Oak

The Shifts of the Planking are not less than _____ 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.

The Planking is wrought Mostly true between. the Stringers of Red pine

Planking Inside.—The Clamps are composed of Red pine

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

Fastenings.—To Hold Beams Double Wood ledging and four Iron Diagonal knees each side

Deck Beams Double Wood ledging & Twenty four Staple & Vertical Iron knees

Number of Breasthooks Six Pointers Four Crutches _____

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship is good

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

Builder's Name _____

Surveyor's Name John Oldis

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain	1 7/8	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	95	Hawser	6	2	Kedge,
2	Main Sails,	90	Towlines	5 1/2		All of proper weight.
2	Main Top Sails,	100	Warp	5 1/2		
	and all other Sails insured	100	All of <u>good</u> quality.			
	Repair Two Sails Completed					

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

She has one Long Boat and Two Cutters

The present state of the Windlass is New Patent Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Copy Carpenter's Certificate

Hamworthy March 17th 1840

This is to certify that the Ship Vere belonging to Messrs. Thos. Sibbey & Sons have been repaired by me in manner following the whole of the plank from the gunwale to the Wale as well as part of the Wale have been taken out and the Timbers on both sides new she have had new ceiling between decks and all the ends of the Beams which were defective have been scarfed and new upper deck stringers fore and aft the lower deck fastenings have been drove out and replaced by larger bolts she have likewise had four new hanging knees under the lower deck beams each side embracing three timbers a Strake of her Ceiling was taken out in the lower hold and the Timbers found perfectly sound and I consider her now to be in a good and efficient state of repair

Thos. Tinney
Ship builder

This Vessel's Floors are very sound and good & futthocks where seen she is now in an efficient state of repair and Equipment and fit for the Conveyance of dry and perishable Cargoes to and from all parts of the World

If Sheathed, Doubled, or Felted, and Copied August 1837 with 32 lb Copper (as reported by the Master) and Date when last done _____

And I am of opinion this Vessel should be Classed * A1 with asterisk

new The Amount of the Fee.....£ 2 : 2 : — is received by me,

Certificate 10/-

John Oldis

Committee Minute 19 March 1840

Character assigned A1, 1 repair

N.B. The Owners have promised to put on board twenty fathoms of new Bower Chain Replaced to forward as soon as convenient a Certificate of her Classification

Yours Ob^d Servant
John Oldis