

No. 2466 Survey held at Sunderland Date January 1844
 on the 13th "Haverton" Master Mr. Ferguson
 Tonnage 409 Built at Sunderland When built 1844
 By whom built Mr. Ferguson Owners Mr. Ferguson
 Port belonging to London Destined Voyage Ceylon
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. <u>103</u> Inches.	Extreme Breadth	Feet. <u>27</u> Inches.	Depth of Hold	Feet. <u>18</u> Inches. <u>6</u>
Scantlings of Timber.					
Timber and Space	Inches. <u>12</u>	Moulded	Inches. <u>12 1/2</u> Ends <u>10</u>	Thickness of Plank.	
Floors	sided <u>12</u>			Outside.	Inside.
1 st Foothooks	" <u>9</u>	" <u>9</u>		Keel to Bilge	Foot Waling
2 nd Ditto	" <u>8 1/2</u>	" <u>8 1/2</u>		Bilge Planks	Bilge Planks
3 rd Ditto	" <u>8</u>	" <u>7 1/2</u>		Bilge to Wales	Ceiling in Flat
Top Timbers	" <u>7.8</u>	" <u>5 1/2</u>		Wales	Ditto Bilge to Clamp
Deck Beams N ^o . of <u>32</u>	" <u>9 1/2</u>	" <u>9 1/2</u>	<u>6</u>	Topsides	Hold Beam Clamps
Hold Beams N ^o . of <u>8</u>	" <u>12</u>	" <u>12</u>	<u>4</u>	Sheer Strakes	Deck Beam Ditto
Keel	" <u>11</u>	" <u>10</u>		Plank Sheers	Ceiling 'twixt Decks
Kelsons	" <u>13</u>	" <u>16</u>		Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	Hold Beam	Inches. <u>1 1/8</u>
Scarp of Keel N ^o . <u>1</u>	<u>3/4</u>	Deck Beam	<u>1 1/8</u>
Floor Timber Bolts	<u>1</u>		
Kelson ditto	<u>1 1/8</u>		
Transoms and throats of Hooks	<u>1 1/8</u>		
Arms of Hooks	<u>1 1/8</u>		
		same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 3.4.5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

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

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 1 1/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

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

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

The Butts of the Timbers are all close together; their thickness not less than 1/5 of the entire moulding at that place.

The Frame is close choiced with gally a Butt at each end of the choick.

The Main Kelson is composed of Eng. Oak and the False Kelson of Amer. Oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches. and dovetailed

The Deck and Hold Beams are composed of English and Amer. Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Oak

From the first Foothook Heads to the Light Water Mark of English Oak except one plank of Eng. Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Pitch Pine

The Decks of Yellow Pine State of

The Shifts of the Planking are not less than gally 5 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 2 and 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Amer. Oak the Bilge Planks of Amer. Oak

The Ceiling, Lower Hold, of Amer. Oak Between Decks of Amer. and Eng. Oak

Shelf Pieces of Amer. Oak Clamps of Amer. Oak

Fastenings.—To Hold Beams Iron Strap Lodging Knees a Strap on Top also 13 pair of Iron

Deck Beams The Wood Lodging Knee also an Iron Strap Lodging Knee

Number of Breasthooks Five Pointers one pair the Crutches and 2 Transom Knees

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Sound and Good

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

Builder's Name

Surveyor's Name John Baunton

Drawing Room and 4 Stables Sunderland back side

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	100	Chain	1 1/2	3	Bower,	16 1/2 - 15 1/2 - 13 1/2
2	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1	Stream,	5 1/2
2	Fore Topmast Stay Sails,	80	Hawser	7 1/2	2	Kedge,	5 1/2 - 1 3/4
2	Main Sails,	80	Towlines	5 1/2			
2	Main Top Sails,	2	Warps	5.4			
and well found			All of <u>good</u> quality.				

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

She has One Long Boat and Three other Boats

The present state of the Windlass is Suff Capstan Which and Rudder Sufficient
with purchase

General Remarks—Statement and Date of Repairs.

Frame of fair scantling and generally sound, well found
heavily quality, fairly brought, stepped and shifted; 2 fms of the
Topsides and 2 footsteks rather weak but in the whole the frame is
fairly and sufficiently square for the class recommended

The scantling and quality of the upper and lower
deck beams good and sufficient and are fairly square; Keel, of fair
Oak, well found - good struts and well squared

The quality of plank very good (and extra thick) well
seasoned, generally well brought and shifted and well claud of top
Transoms of fair Oak

Upper and lower deck beams. Keel, struts, all well and securely fastened

Commenced building May, 1843, launched Jan'y 1844, was surveyed
at the following dates $\frac{17}{7} \cdot \frac{2}{7} \cdot \frac{26}{9} \cdot \frac{2}{1}$

If Sheathed, Doubled, Felted, or Coppered Coppered to Water on Felt When last done May 1844

I am of opinion this Vessel should be Classed 10 A.1.

The Amount of the Fee.....£ 4 : : : is received by me,

Special£ 7 : 7 : -

Committee's Minute 5th January 1844

Character assigned A.1. for 10 years

A Certificate of the Character assigned is required as early as possible
The Bureau is desirous of having insured therein that the ship was thoroughly
surveyed during the building As