

No. 339 Survey held at Porton W.D. Date November 29/12/18 1887  
on the New Ship "Habe" No. 11 Master John W. Lachlan  
Tonnage Old 83 Built at Porton W.D. When built 1857 Launched 2 Dec 1857  
By whom built Wm. Lachlan & Co. Shipbuilders Owners John W. Lachlan  
Port belonging to Liverpool L.D. Destined Voyage Liverpool L.D.  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft		Feet. 183		Inches. 2/10		Extreme Breadth Outside		Feet. 65		Inches. 9/10		Depth of Hold		Feet. 21		Inches. 5 1/2	
		Sided.		IN SHIP. Moulded.		REQUIRED PER RULE. Sided.		Moulded.				Thickness of Plank.					
Scantlings of Timber.												Outside.		INCHES. Inside.		INCHES. Required per Rule.	
TIMBER AND SPACE		30		—		52 3/4		—				Garboard Strakes		4 1/2		4 1/4	
Floors		4 x 13		14		15 1/4		15 1/4				Garboard to Bilge		4 1/2		4 1/4	
1st Foothooks		5 1/2 x 2 1/2		13		13 3/4		13 3/4				Bilge Planks		4 1/2		4 1/4	
2nd Ditto		5 x 2		12		11 3/4		11 3/4				Bilge to Wales		4 1/2		4 1/4	
3rd Ditto		—		—		—		—				Wales		5 3/4		5 3/4	
Top Timbers		2 x 10 x 10		11		1 1/2		10 3/4		10		Topsides		5 1/2		4 1/2	
Deck } No 30		Average } 4 feet 6"		14 x 12		10 1/2		8 1/2		10		Sheer Strakes		5 1/2		4 1/2	
Beams }										10		Plank Sheers		4 1/2		4	
Deck Beams, length amidships		5 3/4 feet 3"		—		—		—		—		Water } Upper Deck		8 1/2 x 12		9	
Hold } No 28		Average } 4 feet 4 1/2"		15 1/2 x 13		14		12		15 3/4		Ways } Lower Deck		11 x 12		—	
Beams }										11 1/2		Ditto, faying surface		—		—	
Hold Beams, length amidships		5 3/4 feet 5"		—		—		—		—		against Timbers		10		9 1/2	
Keel		15		16		—		15 1/4		15 1/4		Upper Deck		4		5 1/2	
Scarphs of Ditto		6 feet 6"		—		—		6 feet 6"		—							
Keelsons		15		30		—		16 1/4		16 1/4							
Scarphs of Ditto		6 feet 6"		—		—		6 feet 6"		—							

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

Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks			Waterway		
Scarp of Keel			Arms of Hooks			Knees		
Keelson Bolts through Keel at each Floor			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			Shelf or Clamp		
Bolts through Heels of Timbers against Deadwood			Butt End Bolts			Deck Beam Bolts in		
			Pintles of the Rudder			Knees		
						Shelf or Clamp		
						Nails or Bolts in Flat of Deck		
						Treenails		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of 5 1/2 inch Birch The First Foothooks of Amarae

The Second Foothooks of Amarae The Third Foothooks and Top Timbers of Amarae

The Shifts of the First and Second Foothooks are not less than 5 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 1/2 feet

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

The alternate Frames are Amarae bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are Amarae close together; their thickness not less than 1 1/2 of the entire moulding at that place.

The Frame is Amarae chocked with Amarae Butt at each end of the chock. The Main piece of Rudder is Amarae

The Main Keelson is Amarae and Amarae free from all defects. The Main piece of Windlass is Amarae

The Stem, and Stern Post, consist of Amarae The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Amarae Deadwood, of Amarae and are Amarae free from all defects.

The Deck and Hold Beams consist of Amarae The Breasthooks of Amarae The Knees of Amarae

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Amarae

From the above named Height to the Light Water Mark Amarae

From the Light Water Mark to the Wales Amarae

The Wales and Black-strakes are Amarae The Topsides Amarae

The Sheer-strakes and Plank-sheers Amarae The Water-ways { Upper Deck Amarae

The Decks Amarae Lower Deck Amarae State of Amarae

The Shifts of the Planking are not less than 5 1/2 Feet Amarae 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 Amarae between, and without step-buttling.

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

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

Fastenings.—To Hold Beams Amarae Sides, Amarae and Amarae

Amarae

Deck Beams Amarae Sides Amarae and Amarae

Number of Breasthooks Amarae Pointers Amarae Crutches Amarae

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

Bilge and Limber Strakes Amarae bolted through and clenched. Treenails of Amarae How Made Amarae

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

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

Builder's Signature Amarae Surveyor's Signature Amarae



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N<sup>o</sup>.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

Chain .....

Hempen Stream Cable .....

Hawser .....

Towlines .....

Warp .....

All of Good quality.

Fathoms.

Inches.

Bower, .....

Stream, .....

Kedge, .....

N<sup>o</sup>.

Weight.

Her Standing and Running Rigging

sufficient in size and

Good in quality. Birds, and Dead Eyes, and Hanks, of

She has Three Long Boat

and Two Pinnaces

The present state of the Windlass is

Capstan Good

Rudder Good

Pumps Good

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

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

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the  
plank be painted or payed }

The Frame of this Ship is heavy, and substantially put together with Double Floors, and so constructed as to avoid the Outside or Back Chocks, Iron Bolt-heads or, The Lumber Strakes, Ridge Plank, Beams, Waterways, Clamps, and in, and Outside Planking, are also all well worked, and secured to timbers, as prescribed by the Regulations. Nails are well driven, a large quantity of which are Loose, a good proportion being in the Clamps, and Ceiling, and go through the in and outside planking. Masts, and Steers, are well made, and from the best materials. The Lower Mast, Topmast, Fore and Main Yards, and Jib-boom, being of Savanmah, Pitch Pine. Throughout she is well finished, and fastened, and will when her keels and rudders are fitted be eligible to Engage.

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

The Amount of the Fee.....£ 5 : : : is received by me, at St. John's 5<sup>th</sup> July 1858

Special .....£ 49 : 3 : : John O'Connell

Certificate .....£ : : :

Committee's Minute

4<sup>th</sup> May 1858

Character assigned

1<sup>st</sup> 7<sup>th</sup> Years