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2d Aug. 1836.
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under the coat of Copper are oxidated, (rust-eaten) to a depth of several inches, and even of more than a foot in the inside of the planking and other pieces, and this takes place after an interval of two years at most, notwithstanding the application of tarred paper and mastich between the sheathing and the heads of the bolts and nails, and in such a manner that nails and of bolts from 6 to ten lines in diameter are sometimes reduced to from 1 to 3 lines, or disappear entirely, and that the Iron covering of the stern-post and rudder brought into immediate contact with the Copper sheathing becomes oxidated and unserviceable, after a passage of from two to three months.

These facts are so notorious, that not a single vessel is now built, intended to be copper-bottomed, without Copper nails and bolts from the keel upwards to six inches above the sheathing, and without covering the stern-post and rudder with copper. We have known no Iron-work on the stern-posts or rudders of vessels with copper-bottoms, except in cases where the copper having been broken in the course of the voyage, it has been found impossible to replace it otherwise than by Iron in the ports where they had put in.

Given in Duplicate, Havre, the 28th July, 1836.

(Signed) August. Normand, Chaubert et Barbutés,
Jourdan, Martin Lepage and Contour, Frères
Vaquerie, Lamotte & Co. Asher, jr. Sassaut,
Quesney and Bretel, A. Moys, F. Perquer and
Sons, Desmont, Ed. Regdellet, J. Namiet,
Ach. Hébert, J. Lachour, jr. and Hervé, M.
Cor, Palm & Co. Pre. Le Père, the elder,
Laurent, Im. Martel, Le Marchand, Vasse,
P.C. Dambiat & Co. H. Derochette & Co. and
Dl. Ansel and Soh.