

No. 1463 Survey held at Belfast Date 26<sup>th</sup> January Rec. 31/1/56 1463 1856  
on the Barge Hayda Master William Porter  
Old 100 Tonnage New 335.14 Built at Belfast When built 1856 Launched 1<sup>st</sup> January  
By whom built Mr McQuinn Sons Owners William Porter  
Port belonging to Liverpool Destined Voyage Valparaiso  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Inches.	Required as per Rule	Inches.	Required as per Rule		Inches.	Required as per Rule	Inches.	Required as per Rule		Inches.	Required as per Rule	Inches.	Required as per Rule
130	25	25 3/4	26	26 3/4	25	16	16	16	16	16	16	16	16	16
Scantlings of Timber.														
TIMBER AND SPACE														
Floors	12	11	12	11	Garboard Strakes	3 1/2	3 1/2	Limber Strakes	3 3/4	3 3/4				
1 <sup>st</sup> Foothooks	10	9 1/4		9 3/8	Garboard to Bilge	3 1/2	3 1/2	Bilge Planks	4 1/2	3 3/4				
2 <sup>nd</sup> Ditto	9	8 1/2		9 3/8	Bilge Planks	5	3 1/2	Ceiling in Flat	3 1/2	2 3/4				
3 <sup>rd</sup> Ditto	8 1/2	7 3/4		5 1/2	Bilge to Wales	3 1/2	3 1/2	Ditto Bilge to Clamp	3 1/2	2 3/4				
Top Timbers	8 1/2			5 1/2	Wales	4 3/4	4 3/4	Hold Beam Clamps	5	4				
Deck } N <sup>o</sup> 27 Average } 3 feet 9 inch	8 1/2	8 1/4	8 1/2	6 3/4	8 1/4	6 3/4	Topsides	3 3/4	3 3/4	Deck Beam Ditto	4 1/2	3 3/4		
Beams } N <sup>o</sup> 16 Average } 5 feet 8 inch	11 1/4	11 1/4	11 1/4	9 1/2	11 1/4	9 1/2	Sheer Strakes	3 3/4	3 3/4	Ceiling 'twixt Decks	2 3/4	2 1/4		
Deck Beams, length amidships	23 1/4	2					Plank Sheers	3 1/2	3 1/2	Hold Beam Shelves				
Hold } N <sup>o</sup> 16 Average } 5 feet 8 inch	11 1/4	11 1/4	11 1/4	9 1/2	11 1/4	9 1/2	Water } Upper Deck	8 1/2	5 1/2	Deck Beam Ditto				
Beams } N <sup>o</sup> 16 Average } 5 feet 8 inch	11 1/4	11 1/4	11 1/4	9 1/2	11 1/4	9 1/2	Ways } Lower Deck							
Hold Beams, length amidships	23 1/4	10					Upper Deck	3	3					
Keel	13	12 1/4	13	13 1/2	12 1/4	12 1/4								
Scarp of Ditto	6 1/4													
Keelsons	14	13 1/4	14	13 1/4	13 1/4	13 1/4								
Scarp of Ditto	6 1/4	6												

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

Copper or Iron	Inches in Ship	Inches required per Rule	Copper or Iron	Inches in Ship	Inches required per Rule	Copper or Iron	Inches in Ship	Inches required per Rule
Heel-Knee, and Deadwood abaft	1 3/8	1 1/8	Yellow Metal	1 1/6	1	Hold Beam Bolts in	Waterway	1 3/8
Scarp of Keel	7/8	7/8	Transoms and throats of Hooks	1 1/6	1		Knees	7/8
Keelson Bolts through Keel at each Floor	1 1/6	1	Arms of Hooks	7/8	7/8		Shelf or Clamp	7/8
Bolts through Heels of Timbers against Deadwood	1		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 3/8	3/4	Deck Beam Bolts in	Waterway	1 3/8
			Butt End Bolts	3/4	3/4		Knees	7/8
			Pintles of the Rudder	2 3/4	2 3/8		Shelf or Clamp	7/8
						Nails or Bolts in Flat of Deck		1 3/8
						Treenails		1 1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is Close Inches. The Space between the Top-Timbers is 3 1/4 Inches.

The Floors consist of British Oak The First Foothooks of British Oak Timber.

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 1/2 feet

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

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

The Butts of the Timbers are quite close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is Cross chocked with a Butt at each end of the chock. The Main piece of Rudder is British Oak

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is British Oak

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

Hawse Timbers of British Oak Deadwood, of Elm for 24 ft. above British Oak and are free from all defects.

The Deck and Hold Beams consist of British Oak Greenheart & Mossa The Breasthooks of British Oak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark East India Oak Mossa Greenheart & British Oak

From the Light Water Mark to the Wales East India Oak Mossa Greenheart & British Oak

The Wales and Black-strakes are East India Oak Mossa Greenheart & British Oak The Topsides East India Oak Mossa & British Oak

Sheer-strakes and Plank-sheers East India Oak Greenheart & British Oak The Water-ways { Upper Deck Mahogany of hard texture

Lower Deck Yellow Pine State of best order

Shifts of the Planking are not less than 5 1/2 Feet 6 Inches. N. B. If less than prescribed by the Rule, state whether general

partial, and if partial, in what part of the Ship. The Planking is wrought Three between, and without step-butting.

**King Inside.**—The Limber-strakes and Bilge-strakes are Greenheart Mossa & East India Oak

Coiling, Lower Hold, and between Decks Greenheart Mossa British Oak & Mahogany of hard texture Shelf Pieces and Clamps African Oak Greenheart & Mossa

**Fastenings.**—To Hold Beams dovelled to Clamp, Iron lodging Knees, and 7 pair of Iron hanging Knees

Beams dovelled to waterway Iron lodging Knees, and 11 pair of Iron hanging Knees

Number of Breasthooks Six Pointers one pair Iron aft Crutches one British Oak & one Iron aft

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

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of British Oak & Greenheart How Made Engineered

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Very good

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

Builder's Signature Alexander McQuinn Sons Surveyor's Signature Wm. Linton



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> .				Fathoms. Inches.		N <sup>o</sup> .	Weight.
2	Fore Sails,		Chain .....	230 13/8	Bower, .....	1	16.2
2	Fore Top Sails,		Hempen Stream Cable .....			1	16.2
2	Fore Topmast Stay Sails,		Hawser .....	95 7 1/2	Stream, .....	1	14.3.2
2	Main Sails,		Towlines .....	95 5 1/2			5
2	Main Top Sails,		Warp .....	95 4 1/2	Kedge, .....	1	2
and well found in other sails			All of <u>Good</u> quality.				

Her Standing and Running Rigging is sufficient in size and Good in quality.

She has one Long Boat and Sally Boat gig & Punt  
The present state of the Windlass is Good Capstan Good Rudder Good Pumps Two Cast Metal

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

*This Vessels materials have been well seasoned and carefully put together she was put on the Patent Slip after Launching. Fitted and sheathed with Yellow Metal to 16 feet forward and 17 feet aft. She is well finished in every respect, and in my opinion may be Classed 13 Years A1.*

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good  
If Sheathed, Doubled, Felted, or Coppered Yellow Metal over patent felt When last done Jan'y 1856  
I am of opinion this Vessel should be Classed 13 A1.

The Amount of the Fee.....£ 4 : : is received by me, Alex. Denton  
Special .....£ 16 : 15 :  
Certificate .....£ Waited :  
£ 20 " 15

Committee's Minute 1<sup>st</sup> February 1856

Character assigned 1 for 13 Years



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Lloyd's Register  
Foundation

LR/PUN/BEL51/163R