

No. 26043 Survey held at Rye Date Nov^r 21st 1863 to March 16th 1864

on the Brigantine "Haidée" Master Olive Packer

Tonnage Old New 153¹⁴/₁₀₀ Built at Rye When built 1864 Launched 24 Feb 1864

By whom built Thos^r & Wm^r Broad Owners Thos^r & Wm^r Broad

Port belonging to Liverpool Destined Voyage not fixed

Surveyed while Building, Afloat, or in Dry Dock at Rye

Length aloft	Feet.		Extreme Breadth Outside						Feet.		Depth of Hold		Feet.		Inches.	
	101 ¹ / ₂								21 ¹ / ₂				12.0			
	Sided.		IN SHIP.		Moulded.		Sided.		REQUIRED PER RULE.		Moulded.					
			Middle.		Ends.						Middle.		Ends.			
Scantlings of Timber.																
TIMBER AND SPACE	20 ¹ / ₂				20											
Floors	8 ¹ / ₂		12 ¹ / ₂		9		8		8		7					
1 st Foothooks	7 ¹ / ₂						7				7					
2 nd Ditto	7 ¹ / ₄						6 ¹ / ₂									
3 rd Ditto	7						6									
Top Timbers	6 ¹ / ₂				3-		6				14 ³ / ₄					
Deck } N ^o 20 Average } 3 ¹ / ₄ Space }	7 ³ / ₄		7 ³ / ₄		6 ¹ / ₂		7 ¹ / ₂		7 ¹ / ₂		6 ¹ / ₄					
Beams }																
Deck Beams, length amidships 20:5																
Hold } N ^o Average } Space }																
Beams }																
Hold Beams, length amidships																
Keel	11 ¹ / ₂		13 ¹ / ₂				10		10							
Scarphs of Ditto (flat)	5 feet						4 ¹ / ₂		6							
Keelsons	11 ¹ / ₄		14				11		11							
Scarphs of Ditto	5 ¹ / ₂						4 ¹ / ₂		6							

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		or Y.M. in Ship.	in Ship.	Required per Rule
Heel-Knee, & Deadw'd abaft	—	Inch	Inch	Transoms and throats of Hooks		Inch	7/8	Hold Beam	{	Waterway ..					
Scarp's of Keel, N ^o . 7	—	Inch	3/4	Arms of Hooks	3/4	3/4	1/16	Bolts in		Knees					
Keelson Bolts through Keel	—	Inch	7/8	Thro' Bilge & Limber Strakes	3/8	—	3/8	Deck Beam	{	Waterway ..	—	3/4	14/16		
at each Floor				Thickstuff over Double Floors							Bolts in	Knees	—	3/4	11/16
Bolts thro' Heels of Timbers	—	3/4	11/16	Butt End Bolts	3/8	3/8	3/8	Nails or Bolts in Flat of Deck	{	Shelf or Clamp	—	3/4	14/16		
against Deadwood				Pintles of the Rudder	2	2	2			Yellow Paint					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of English Oak The First Foothooks of English Oak.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak.

The Shifts of the First and Second Foothooks are not less than 3.8 or 4.0 ft. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good and sufficient

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

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

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

The Frame is chocked chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng^h Oak of Windlass is Eng^h Oak

The Keel is 18" x 18" The Main Keelson is Greenheart and free free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak

Deadwood, of Eng^h Oak and are free free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of Born & Wood The Knees of Born & Wood

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is 2 Elm, American Elm & Santal Oak

or to the First Foothook Heads

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are English Oak The Topsides & Sheer-strakes English Oak

The Spinketting and Plank-sheers English Oak The Water-ways { Upper Deck Eng^h Oak & Eng^h Oak

The Decks Yellow Pine Lower Deck

The Shifts of the Planking are not less than 5 Feet 6 Inches. State of good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak & Santal Oak

The Ceiling, Lower Hold, and between Decks Eng^h Oak & Santal Oak Shelf Pieces and Clamps Eng^h Oak & Santal Oak

Fastenings.—To Hold Beams

Deck Beams Ten Pairs of Iron hanging knees, the pairs of wood lodging knees forward and one pair aft of English Oak and Maple lodging knees of Iron in the Mast-booms

Number of Breasthooks 3 of Iron one wood Pointers none Crutches one Iron

Butt End Bolts are of Yellow in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors none bolted through and clenched. General Quality of Workmanship good

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

Builder's Signature Thos^r & Wm^r Broad Surveyor's Signature P. J. Maymouth

0510-879001

26 04 3 Lon.

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 .	Weight.
	Fore Sails,	Chain ^{Tested to 20.5} _{18.0}	90	1 1/2	Bower, ^{Tested to 10.0} _{10.0}	1	9.1.3
	Fore Top Sails,	Hempen Stream Cable	65	7 1/2			
One Unit	Fore Topmast Stay Sails,	Hawser	120	5	Stream,	1	2.2.14
	Main Sails,	Towlines	90	4			
	Main Top Sails,	Warp	90	3	Kedge,	1	1.1.14
	and	All of <u>good</u> quality.					

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

She has one 10 feet Long Boat and one 16 1/2 feet Killy Boat.

The present state of the Windlass is good ^{Capstan} good Rudder good Pumps Two of 6 In

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	<u>21st November 1883</u>
	2nd.	When the Beams are put in, &c.	<u>Jan^y 28th 1884.</u>
	3rd.	{ When completed, and before the plank be painted or payed }	<u>19th February 1884</u>

^{ft. ins}
This vessel is 5.6 over eight-deckth for length. The Builders submitted the appended sections to the Committee showing the extra thickness of Planking &c they proposed in lieu of the Iron plates on the frame required by the Rules. which deviation the Committee sanctioned, providing she were built in all other respects to my satisfaction.

Her Chain Cables and Anchors have been tested as shown above, and the Certificates produced.

She is a strong, well built, vessel, and fit in my opinion for the class recommended.

Present condition of Caulking of Bottom, good Deck, good and Waterways good
If Sheathed, with Yellow Metal on ~~Doubled, Felted, or Coppered~~ When last done now

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

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

Special£ 5 : 5 : -

Certificate£ : 2 : 6

Committee's Minute 22nd March 1884

Character assigned A 1 for 10 Years
W.H.



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