

Rec. 12/11/56

No. 5469 Survey held at Sunderland Date Oct^r 29th 1856
 on the Barque "Pora" Master C. E. Guarme
 Tonnage Old Built at Sunderland When built 1856 Launched September
 By whom built L. & J. Gales Owners J. Watson & Co
 Port belonging to Glyth Destined Voyage India
 If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet. 122	Inches. 6	Extreme Breadth Outside	Feet. 27	Inches. 6	Depth of Hold	Feet. 17	Inches. 9
Scantlings of Timber.				Thickness of Plank.				
TIMBER AND SPACE	Inches.	Inches. Middle	Inches. Ends	Outside.		Inside.		Inches.
Floors	12 1/2	Moulded	12 1/2	Keel to Bilge	3 3/4	Limber Strakes		4
1 st Foothooks	10 1/2	"	10 1/2	Bilge Planks	4 1/4	Bilge Planks		4
2 nd Ditto	9 3/4	"	9 1/2	Bilge to Wales	3 3/4	Ceiling in Flat		3
3 rd Ditto	9	"	8	Wales	5	Ditto Bilge to Clamp		3
Top Timbers	9	"	5 3/4	Topsides	4	Hold Beam Clamps		5 1/2
Deck Beams N ^o 25	4 1/2	"	9	Sheer Strakes	4	Deck Beam Ditto		3 3/4
Deck Beams, length amidships	25 1/2	"	12	Plank Sheers	4	Ceiling 'twixt Decks		2 1/2
Hold Beams N ^o 16	4 1/2	"	13 1/2	Water-Ways { Upper Deck	6	Hold Beam Strakes		5 1/2
Hold Beams, length amidships	25 1/2	"	13 1/2	Lower Deck	3 3/8	Deck Beam Ditto		"
Keel	13 1/2	"		Upper Deck				
Scarphs of Ditto	5 1/2	"						
Keelsons	14 1/2	"						
Scarphs of Ditto	6 1/2	"						

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

Heel-Knee, and Deadwood abaft	Copper 1 1/4	Iron	Transoms and throats of Hooks	Copper 1 1/2	Iron	Hold Beam Bolts in	Copper 1 1/2	Iron
Scarphs of Keel.....N ^o . 8	1 1/2		Arms of Hooks	1 1/2		Knees	1 1/2	
Keelson Bolts through Keel at each Floor	1 1/2		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/2		Shelf or Clamp	1 1/2	
Bolts through Heels of Timbers against Deadwood	7/8		Butt End Bolts	3/4		Waterway	7/8	
			Pintles of the Rudder	3		Knees	1 1/2	
						Shelf or Clamp	7/8	
						Treenails	1 1/4	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2.3 Inches. The Space between the Top-Timbers is 3.6 Inches.

The Stem, and Stern Post, consist of Eug Oak & Greenheart The Transoms, Aprons, Knight Heads, and Hawse Timbers of Eug Oak Deadwood, of Eug Oak and are appx free from all defects.

The Floors consist of Red & Eug Oak The First Foothooks of Red & Eug Oak Timber.

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

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

The rest of the Shifts of the Frame are good

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

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

The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is crop chocked with no Butt at each end of the chock.

The Main Keelson is Greenheart and appx free from all defects. The Main Keel is Eug & Green Elm

The Deck Beams consist of Hettin Oak The False Keelson is Hettin Oak

The Hold Beams of Hettin Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Ames Elm

From the above named Height to the Light Water Mark Ames Elm

From the Light Water Mark to the Wales Sawzig Oak

The Wales and Black-strakes are Sawzig Oak The Topsides Sawzig Oak

The Sheer-strakes and Plank-sheers Sawzig & Hettin Oak The Water-ways { Upper Deck Eug & Sawzig Oak

The Decks Eug Pine Lower Deck

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

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 3 between

Planking Inside.—The Limber-strakes are Sawzig Oak The Bilge Planks Hettin Oak

The Ceiling, Lower Hold, Sawzig & Hettin Oak Between Decks Sawzig Oak

Shelf Pieces " Clamps Sawzig Oak

Fastenings.—To Hold Beams Iron Lodging Knees, Skilletting & Clamps Bolted through

Deck Beams 5 pair of Knee riders & 1 pair of Sawzig Knees

Iron Lodging Knees and 1 pair of Sawzig Knees

Number of Breasthooks Sig & Hemson Pointers One pair Iron Crutches Two Transom Knees

Butts End Bolts are of 4 Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of Eug Oak How Made Round

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

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

Builder's Signature Lawson & Co. Gales Surveyor's Signature Thos. B. Simey

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.
2	Fore Sails,		Chain	240 1 7/16	Bower,	3	19.0.4
2	Fore Top Sails,		Hempen Stream Cable	75 8 1/2			18.0.4
2	Fore Topmast Stay Sails,		Hawser	60 15/16	Stream,	1	4.0.14
1	Main Sails,		Towlines	75 6			
2	Main Top Sails,		Warp	75 5 1/4	Kedge,	1	2.1.24
and <u>other, as usual</u>		All of <u>good</u> quality.					

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan Which Rudder good Pumps two Metal

General Remarks—Statement and Date of Repairs.

Primed June 16th
Beams in July 31st
Sheep'd off September 6th

The exterior of this Ship including the keels of the Cant timbers and the flat of the upper deck is fastened with yellow Metal to the entire exclusion of Iron

Lawson & Co. Sales

~~Is~~ Sheathed, ~~Doubled~~, ~~Felted~~, or ~~Coppered~~ with yellow Metal to the keels When last done

I am of opinion this Vessel should be Classed G. A. S.

The Amount of the Fee.....£ 0 : : is received by me,

Special£ " : : "

Certificate (if required)£ " : : "

Committee's Minute 14th Nov^r 1856

Character assigned 1 for 9 Years



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