

No. 2289 Survey held at Aberdeen Date May 30<sup>th</sup> 1866  
 on the Composite Ship, Electra Master John Muirhouse  
 Tonnage under tonnage deck 596 Built at Aberdeen When built 1866 Launched May 1866  
 Ditto of poop 72 By whom built J. Hall & Co. Owners Barker & Sons  
 Total tonnage 668 Port belonging to London Destined Voyage New Zealand  
 Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Number of Decks
	Length as per section 39 ..	Extreme Breadth Outside ..	Length of Keel .....	Depth of Hold .....	Length of Keel .....	Depth from limber-strakes to under side of lower deck beam .....	100 (13)
<b>Scantlings of Timber.</b>							
TIMBER AND SPACE	18	—	18	—	8	—	6
Floors	12	2 1/2	3 3/4	10 1/2	12	3 1/2	6
1 <sup>st</sup> Foothooks	—	—	—	—	—	—	—
2 <sup>nd</sup> Ditto	11 1/4	—	11 1/4	—	5 1/4	—	—
3 <sup>rd</sup> Ditto	11 1/4	—	11 1/4	—	5 1/4	—	—
Top Timbers	—	—	—	—	5 1/4	—	—
Deck { N° 37 Average Space } 4 feet 6 in.	7 1/2	7 1/2	7 1/2	7 1/2	4 1/2	—	—
Beams { in the Centres }	2 9/16	—	—	—	Sheer Strakes .....	—	—
Deck Beams, length amidships	2 9/16	—	—	—	Plank Sheers .....	—	—
Hold { N° 36 Average Space } 4 feet 6 in.	12	8 1/2	3 3/4	14	Water-ways { Upper Deck }	12	—
Beams { }	—	—	—	—	Ways { Lower Deck }	12	—
Hold Beams, length amidships	2 9/16	—	—	—	Ditto, faying surface against Timbers .....	7 3/4	—
Keel .....	15	11 1/2	24	11 1/2	Upper Deck .....	4	—
Scarps of Ditto .....	8 1/4	—	7 1/2	—	Upper Deck .....	4	—
Keelsons	11 1/4	—	11 1/4	—	Transoms and throats of Hooks .....	—	—
Scarps of Ditto .....	—	—	—	—	Arms of Hooks .....	—	—
Transoms and throats of Hooks .....	—	—	—	Thro' Bilge & Limber Strakes .....	—	—	
Arms of Hooks .....	—	—	—	Thickstuff over Double Floors .....	—	—	
Limber Strakes .....	—	—	—	Butt End Bolts .....	—	—	
Bilge Planks .....	5 1/4	—	5 1/4	Pintles of the Rudder .....	3 1/2	—	
Bilge to Wales .....	5 1/4	—	5 1/4	—	Hold Beam Bolts in { Waterway .....	14	—
Wales .....	5 1/4	—	5 1/4	—	Knees .....	—	—
Topsides .....	4 1/2	—	4 1/2	—	Shelf or Clamp .....	—	—
Sheer Strakes .....	4 1/2	—	4 1/2	—	Deck Beam Bolts in { Waterway .....	10	—
Plank Sheers .....	4 1/2	—	4 1/2	—	Knees .....	—	—
Water-ways { Upper Deck }	12	—	—	Shelf or Clamp .....	10	—	
Ways { Lower Deck }	12	—	—	Nails or Bolts in Flat of Deck .....	—	—	
Ditto, faying surface against Timbers .....	7 3/4	—	—	Treenails .....	—	—	
Upper Deck .....	4	—	—	—	—	—	
Upper Deck .....	4	—	—	—	—	—	

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
Heel-Knee, & Deadw'd abaft	1 1/2	—	Transoms and throats of Hooks .....	—	14	Waterway .....	—	—
Scarps of Keel, N° 0	1 1/2	—	Arms of Hooks .....	—	10	Knees .....	—	—
Keelson Bolts through Keel at each Floor .....	—	—	Thro' Bilge & Limber Strakes .....	—	10	Shelf or Clamp .....	—	—
Bolts thro' Heels of Timbers against Deadwood .....	1 1/2	—	Thickstuff over Double Floors .....	—	10	Deck Beam Bolts in { Waterway .....	—	—
			Butt End Bolts .....	—	10	Knees .....	—	—
			Pintles of the Rudder .....	3 1/2	10	Shelf or Clamp .....	10	—
					10	Nails or Bolts in Flat of Deck .....	—	—
					10	Treenails .....	—	—

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 10 Inches. The Space between the Top-Timbers is 10 Inches.

The Floors consist of *green wood* The First Foothooks of

The Second Foothooks of *the frames* The Third Foothooks and Top Timbers of

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

The rest of the Shifts of the Frame are *from keel to gunwale*

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

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

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

The Frame is — chocked with — Butt at each end of the chock. The Main piece of Rudder is *of Windlass* of *iron*

The Keel is *of iron* The Main Keelson is *Malleable iron* and is free from all defects.

The Stem, and Stern Post of *iron* The Transoms, Knight Heads, Hawse Timbers,

and Aprons of *iron* Deadwood, *of Windlass* and are well free from all defects.

The Deck and Hold Beams *of Malleable iron* The Breasthooks of *green wood* The Knees of *green wood*

**Planking Outside.**—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is *overlaid* *of iron*

From the above named Height to the Light Water Mark *iron*

From the Light Water Mark to the Wales *iron*

The Wales and Black-strokes are *iron* The Topsides & Sheer-strokes

The Spirketting and Plank-sheers *iron*

The Water-ways { Upper Deck *iron* Lower Deck *iron*

The Deck *yellow pine* State of *unplaned*

The Shifts of the Planking are not less than *six* Feet *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 *overlaid* between, and without step-butting.

**Planking Inside.**—The Limber-strokes and Bilge-strokes are *green wood*

The Ceiling, Lower Hold, and between Decks *green wood*, Shelf Pieces and Clamps *iron*

**Fastenings.**—To Hold Beams *as above by stretch in Margin*, well riveted to the frames,

Deck Beams *as above in Margin*,

Additions to frame Connections with Straps, plates, Crutches

Number of Breasthooks *iron* Pointers *iron* required Crutches *iron* *in width*

Butt End Bolts are of *iron* in the Bottom *iron* Bolts in each Butt End *iron* *through and clenched*.

Bilge and Limber Strakes *iron* required bolted through and clenched. Treenails *iron* required How-Made

Thickstuff over Double Floors *iron* 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 *J. Hall & Co.* Surveyor's Signature *H. J. G.* L. H. D. Register of Ships

ABNS 0169

2289 ABN

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

~~Plates 7 1/2 in full on water parts  
double riveted, rivets 3/4~~

No.	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to. as per Certificate.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Tested to. as per Certificate.
Fore Sails,	Chain .....	270	1 1/2	40 fms.	Bower, Lead, &c.,	3	23, 3, - 22, 10, 3	23, 3, - 22, 10, 3	-
Fore Top Sails,	Hempen Stream Cable ...	90	1 3/4	-	-	-	-	23, 2, 22, 15	-
Fore Topmast Stay Sails,	Hawser .....	90	7	-	-	-	-	22, 1, 2, 22, 13, - 21	-
Main Sails,	Towlines .....	90	9	-	Stream, .....	1	9, 1, 3	-	-
Main Top Sails,	Warp .....	90	4 1/2	-	Kedge, .....	2	4, 2, 7	-	-
and all Masts,	All of <u>good</u> quality.	-	-	-	-	-	-	2, 2, 14	-

Her Standing and Running Rigging all Mast sufficient in size and Good in quality.

She has 11 Long Boat and Boat 4 others.

The present state of the Windlass is Good Capstan. Good Rudder Good Pumps 2 good.

Order for Special Survey,

No. 102 Date Decr 28/65

DATES of Surveys

held while building,

Order for Ordinary Survey,

= as per Section 35.

No.   Date  

1st. When the Frame is completed

Decr 7<sup>th</sup> 1865

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

Feb 28<sup>th</sup>

3rd. { When completed, and before the

plank be painted or payed

May 5<sup>th</sup> 1866

**General Remarks** This Vessel is well built of good and sound material for the twelve years grained, from heavy wood planking, under a permanent water tight roof for an additional period of six years. The whole of the iron fastenings are galvanized silver over the brass a full proof of top fall and forecastle, built in accordance with rule Decr 37, 38 & 41. The garboard strakes are horizontally bolted through the hold & each other with yellow metal clinched, the bolts in the hood ends. In stem & stern posts are also of yellow metal. The keel plate extend up the fore & after deck woods 15 1/2 thick by 27 fms. long, through bolted to hold, deck woods and garboard strakes & to which the floors are riveted. The bilge plates are strung between the bulkheads and the beams are double angle irons 1/2, 3, 15 to the back to back & to each frame, twelve 3/4, Brett plates & outside planking are 1/2 riveted to the frames. The sheerstrake plates 1/2 by 29 inches, & stringer plates on beam ends of upper deck are 1/2 by 24 inches with angles 1/2, 3, 3, 4, 17 pair of diagonal plates outside the frames 1/2 by 7 inches 5 pairs crossing each other, 6 feet apart, well riveted to the frames, bilge & sheerstrake plates. Bilge plates 1/2 by 15, & diagonal plates across upper & lower deck beams are 1/2 by 15 inches 8 1/2 by 12 inches. Stringer plates on hold beam ends 1/2 by 20 inches, and plates on each side of upper & lower deck hatchways are 1/2 by 11 and 1/2 by 12 inches, the whole of the plating outside fastenings are 7/8 iron except the bottom head ends which are of yellow metal. The Caulking is perfectly firm during the progress, which proved to be factory

Present condition of Caulking of Bottom, Good Deck, Good, and Waterways Good,

If Sheathed, Doubled, Felted, or Coppered Full Molted, When last done 1866

I am of opinion this Vessel should be Classed 13 A. 1

The Amount of the Fee.....£ 5: is received by me, W. J. Smith, Ship Building  
Special .....£ 33:8: dated 11<sup>th</sup> June 1866

*June 11<sup>th</sup>* Certificate £ 33:8:8:

Total Received £ 33:8:8:

Committee's Minute 11<sup>th</sup> June 1866

A 1 for 13 years. iron frame-planked 1866

Character assigned As per B.S.  
Commissioner of Chancery, Justice of Peace, Public provider, High Sheriff, Law Officer, Newcastle upon Tyne, Certificate, dated May 17, 1866, signed Robert Burwell, Esq., M.A. Mississ. Lib. 866, volume 1866

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