

No. 793 Survey held at Ponce & Island Date March to August 20/1869
on the Brigantine "Electra" Master M^c Eachern
Tonnage under tonnage deck 210.92 Built at Grand River When built 1869 Launched July 1869
Round House
Ditto of prop 16.00 or spar deck --- By whom built John M^c Dougall Owners William Welch
Total tonnage 226.92 Port belonging to Ponce & Island Destined Voyage Liverpool
Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..	103	11 1/2	Extreme Breadth Outside	24	8 1/2	Depth of Hold	12	11 3/4	Number of Decks	one
Length of Keel	97									
Scantlings of Timber.										
TIMBER AND SPACE	19		2 1/2			Outside Plank.	In Ship.	Required Rule.	Dimensions of Ship per Register,	
Floors.....	Double	9 1/2 10	11 8 1/2	7 1/4 7 1/4 7 3/4		Garboard Strakes ..	3	2 3/4		
1 st Foothooks		8 1/2 9	8 1/2 8	7 3/4 7 3/4 6 3/4		Garboard to Bilge ..	3 1/2	2 3/4	length	breadth
2 nd Ditto.....		8 1/2 8	8 1/2 8	7 3/4 7 3/4 6 3/4		Bilge Planks	3 1/2	2 3/4	106.60	24.70
3 rd Ditto.....		7 1/2 8	7 1/2 8	7 3/4 7 3/4 6 3/4		Bilge to Wales	3 1/2	2 3/4	depth	12.80
Top Timbers		7 1/2 8	7 1/2 8	7 3/4 7 3/4 6 3/4		Wales	4 1/2	4 1/2	Inside Plank.	
Deck } N ^o 21 Average }		4 1/2 5	9 10 9 7 1/2	8 8 6 1/2		Topsides	3 1/2	3 1/2		
Beams }						Sheer Strakes	3 1/2	3 1/2	In Ship.	Required Rule.
Deck Beams, length amidships		2 1/2 8				Plank Sheers	3 1/2	2 3/4	Limber Strakes ...	3 1/2 2 1/2
Hold } N ^o 5 Average }		12 1/2 0	10 10 10 1/2 9 1/2			Water- } Upper Deck	6 x 8	5 1/2	Bilge Planks	4 1/2 3 1/2
Beams }						Ways } Lower Deck			Ceiling in Flat	3 1/2 2 1/2
Hold Beams, length amidships.....		2 1/2 6				Ditto, faying surface			Ditto Bilge to Clamp	3 1/2 2 1/2
Keel		11 1/2 13 1/2		10 3/4 10 3/4		against Timbers ..	5 1/2	5 1/2	Hold Beam Clamps ..	3 1/2 16 3 1/2 3 1/2
Scarp of Ditto.....		5 0		4 1/2 5		Upper Deck	3	2 1/2	Deck Beam Ditto ..	4 1/2 4 3 1/2
Keelsons.....		11 13 1/2		11 1/4 11 1/4					Ceiling 'twixt Decks	3 1/2 2
Scarp of Ditto		5 0		4 1/2 5					Hold Beam Shelves ..	" "
									Deck Beam Ditto ..	" "

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N ^o 7	"	3/4	3/4	Arms of Hooks	"	7/8	7/8	Bolts in	Knees	"	3/4	3/4
Keelson Bolts through Keel at each Floor	"	1	7/8	Thro' Bilge & Limber Strakes	3/4	3/4	3/4	Deck Beam	Waterway ..	"	3/4	3/4
Bolts thro' Heels of Timbers against Deadwood	"	3/4	3/4	Thickstuff over Double Floors	3/4	3/4	4/6	Bolts in	Knees	"	3/4	3/4
				Butt End Bolts	3/4	3/4	1/6		Shelf or Clamps	"	3/4	3/4
				Pintles of the Rudder.....	2 1/4	2 1/4	2 1/4	Nails in Bolt in Flat of Deck		"	3/4	3/4
								TreenailsInches		1 1/4	1 1/8	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 12 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of 48 feet Birch & Beech rem Juniper The First Foothooks of Juniper

The Second Foothooks of Juniper The Third Foothooks and Top Timbers of Juniper

The Shifts of the First and Second Foothooks are not less than 3 1/2" to 4 1/2" N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 1/2" to 4 1/2"

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

The Frames are iron 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 1/3 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is Juniper of Windlass is Juniper

The Keel is Birch The Main Keelson is Juniper & Red pine and free from all defects.

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

and Aprons of Juniper and Oak & 18 feet Deadwood, of Birch under 2 feet and are free from all defects.

The Deck and Hold Beams of Juniper The Breasthooks of Juniper The Knees of Spruce

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Birch

From the above named Height to the Light Water Mark Birch

From the Light Water Mark to the Wales Juniper

The Wales and Black-strakes are Juniper The Topsides & Sheer-strakes Juniper

The Spirketting and Plank-sheers Juniper The Water-ways { Upper Deck Juniper

The Decks Spruce State of good Lower Deck

The Shifts of the Planking are not less than 6 Feet 6 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Juniper

The Ceiling, Lower Hold, and between Decks Juniper Shelf Pieces and Clamps Juniper

Fastenings.—To Hold Beams Lodging knees of Spruce

Deck Beams Lodging knees of Spruce and 6 Pairs of vertical iron knees

3" head 3 1/2 at angle. 1 3/4 at throat bolts.

Number of Breasthooks 4 Juniper Pointers Pair Juniper Crutches 2 Juniper

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

Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of Juniper How Made Turned

Thickstuff over Double Floors Yellow metal 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 John M^c Dougall Surveyor's Signature Richard Haggel

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

She has SAILS.		CABLES, &c.			ANCHORS, &c.		
No.			Fathoms.	Size.	Tested to, as per Certificate.	No.	Weight, Ex. Stock. Tested to, as per Certificate.
<u>One suit and three spare sails</u>	Fore Sails, <u>spare</u>	Chain	180	1/16	20.6.00	Bower, <u>Iron stock</u>	1 8.2.4 10.13.2.0
	Fore Top Sails, <u>spare</u>	Hempen Stream Cable ..					1 8.3.0 10.17.2.0
	Fore Topmast Stay Sails, <u>spare</u>	Hawser	90	6 1/2			1 8.2.14 10.15.0.0
	Main Sails,	Towlines				Stream,	1 3.2.0
	Main Top Sails,	Warp	90	4 1/2		Kedge,	1 1 1/2
and <u>are</u>		All of <u>good</u> quality.					

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

She has one Long Boat and one other

The present state of the Windlass is good Capstan --- Rudder good Pumps 2 Wood

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed

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

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

Special Survey

General Remarks

She is planked and ceiled with very heavy material. is additionally secured with five hold beams, and is fitted with a substantial Peter Keelson upon the main one. I consider her very strongly built, and eligible to be classed as underneath recommended.

Richard Hoggelth.

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

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed Y A 1

The Amount of the Fee.....£ 3 : 4 : 4 is received by me,

Special£ 11 : 6 : "

Surveying£ 2 : 0 : "

Committee's Minute 21st September 1869

Character assigned A 1 for 7 years

Richard Hoggelth.



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