

No. 4315 Survey held at Sunderland Date 11/10/50 1850
on the Barque "Electra" Master George Milne
Tonnage 304 8 Built at Sunderland When built 1850
By whom built W H Pearson Owners Raid & Co
Port belonging to London Destined Voyage West Indies
If Surveyed Afloat or in Dry Dock in the Building

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.	
	16 5		25 3		16 6	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches.	Inches. Middle Ends	Outside.	Inches.	Inside.	
Floors	11 1/2	11 1/2 9 3/4	Keel to Bilge	3	Limber Strakes	4
1st Foothooks	9 1/2	9 3/4 -	Bilge Planks	4 1/2	Bilge Planks	4 1/2
2nd Ditto	9 1/2	9 1/2 -	Bilge to Wales	3 1/4	Ceiling in Flat	3
3rd Ditto	8	7 3/4 -	Wales	4 1/2	Ditto Bilge to Clamp	3
Top Timbers	8	- 4 3/4	Topsides	3	Hold Beam Clamps	5
Deck Beams N° 16	Average Space } 3 1/4 6	9	Sheer Strakes	3 1/2	Deck Beam Ditto	4
Old Beams N° 15	Average Space } 5 1/4 4	11 1/2	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	11	13 -	Water-Ways	4 3/4	Hold Beam Shells <i>Shiketty</i>	5
Kelsons	12	24 -	Upper Deck	3	Deck Beam Ditto	-
Size of Bolts in Fastenings, distinguishing whether						
Copper or Iron .			Iron.			
Keel-Knee, and Dead Wood abaft	<i>Y. Metal</i> 1 1/2		Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	<i>Y. Metal</i> 1
Scarphs of Keel	<i>Y. Metal</i> N° 8 1 1/2		Butt End Bolts	1 1/4	Deck Beam	<i>Iron</i> 7/8
Door Timber Bolts	<i>do.</i> 1		Lower Pintle of the Rudder	3		
Kelson ditto	<i>do.</i> 1					
Transoms and throats of Hooks	<i>do.</i> 1					
Arms of Hooks	<i>do.</i> 7/8					

Numbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are app free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

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

The rest of the Shifts of the Frame are sufficient

The Frame is well 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 - bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/36 1/5 of the entire moulding at that place.

The Frame is chock chocked with part Butts at each end of the chock.

The Main Kelson is composed of Teak and the False Kelson of Stettin Oak

The Scarphs of the Kelsons are not less than 7 feet - inches.

The Deck and Hold Beams are composed of East India Teak and English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Dantzic & Stettin Oak

From the Light Water Mark to the Wales of Dantzic oak and East India Teak

The Wales and Black-strakes are of E. I. Teak & Eng. oak at ends The Topsides of E. I. Teak & Eng. oak

The Sheer-strakes and Plank-sheers of E. I. Teak & Eng. oak The Water-ways of E. I. Teak & Eng. oak

The Decks of Yellow Pine State of Good

The Shifts of the Planking are not less than Five 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 Three between

Planking Inside.—The Limber-strakes are composed of Stettin Oak the Bilge Planks of Stettin oak

The Ceiling, Lower Hold, of Stettin & Dantzic oak Between Decks of Stettin and Dantzic oak

Shelf Pieces of - Clamps of Dantzic oak

Fastenings.—To Hold Beams Iron knees between in midships, wood knees at the ends

Deck Beams Iron knees between in midships, wood knees at the ends, and Pinion pair

of Iron hanging and standard knees below

Number of Breasthooks six Pointers One pair One Crutches Two pair of Iron knees

Butts End Bolts are of 1/2 Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treennails of English Oak

General Quality of Workmanship Good

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

Builder's Signature

Surveyor's Signature

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 .	
<i>Has two Gull suits of Solids</i>	Fore Sails,	<i>240</i>	Chain	<i>1 1/4</i>	<i>3</i>	Bower, <i>15-1-14 x 15-1-0 x 14-2-0</i>
	Fore Top Sails,	<i>75</i>	Hempen Stream Cable	<i>0</i>	<i>1</i>	Stream, <i>4-0-0</i>
	Fore Topmast Stay Sails,	<i>60</i>	Hawser	<i>7/8</i>	<i>1</i>	Kedge, <i>1-3-0</i>
	Main Sails,	<i>75</i>	Towlines	<i>5 3/4</i>		
	Main Top Sails,	<i>75</i>	Warp	<i>4 3/4</i>		
and			All of	quality.		

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

She has One Long Boat and Two others

The present state of the Windlas is Secure Capstan Winch and Rudder and Pumps efficient

General Remarks—Statement and Date of Repairs.

Has been Specially Surveyed in Building

If Sheathed, Doubled, Felted, or Coppered Sheath with G. Metal on felt to When last done at this time

I am of opinion this Vessel should be Classed G S 1

The Amount of the Fee.....£ 4 : 11 : 11 is received by me,

Oct Order No. 71, Special£ 15 : 4 : 11

Certificate (if required)£ 10 : 11

Thomas Lawrence

All the fees to be paid in London Paid 12/10/50

Committee's Minute 15th Oct. 1850

Character assigned G S 1



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