

No. 5620 Survey held at Sunderland

Date 21 May

1855

on the Ship "Electra"

Master H. C. Gayzer

Tonnage New 606

Built at Sunderland

When built 1855

Launched May

By whom built P. Gibson

Owners Messrs Shields & Co. Shipbuilders

Port belonging to Newcastle

Destined Voyage India

If Surveyed while Building, Afloat, or in Dry Dock During building

Length aloft 157 6 Extreme Breadth 30 Depth of Hold 20

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	13 1/2	Moulded	13 1/2	Keel to Bilge	4	Limber Strakes	5
1st Foothooks	11 1/2	"	11 1/2	Bilge Planks	4	Bilge Planks	5
2nd Ditto	10 1/2	"	10	Bilge to Wales	4	Ceiling in Flat	3 1/4
3rd Ditto	10	"	8 1/2	Wales	5 1/2	Ditto Bilge to Clamp	3 1/4
Top Timbers	9 1/2	"	8 1/2	Short Hoods	4 1/2	Hold Beam Clamps	4 3/4
Deck Beams No 25	9 1/2	"	9 1/2	Topsides	4 1/4	Deck Beam Ditto	4
Hold Beams No 22	12 1/2	"	12 1/2	Sheer Strakes	4 3/8	Ceiling 'twixt Decks	2 1/2
Keel	15	"	15	Plank Sheers	4	Hold Beam Shelves	( )
Keelsons	15 1/2	"	16	Water-Ways	6	Deck Beam Ditto	( )
Scarphs of Ditto	7 feet	"	-	Upper Deck	3 1/2		

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/4	-	Transoms and throats of Hooks	1 1/8	1 3/16	Lower Pintle of the Rudder	3 1/4	-
Scarphs of Keel No. 8	1	-	Arms of Hooks	1/2	1	Hold Beam	1 3/16	1 1/8
Floor Timber Bolts	-	-	Bolts thro' Bilge & Limber Strakes	1 5/16	-	Deck Beam	-	1
Kelson ditto	1 3/16	-	Butt End Bolts	7/8	-			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, consist of African & English Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects.

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

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

The Shifts of the first and second Foothooks are not less than 1/7 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 well squared & sound

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

The Frame is all chocked with No Butt at each end of the chock.

The Main Keelson is Greenheart and free from all defects.

The False Keelson is F. W. Oak

The Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of Iron

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

From the above named Height to the Light Water Mark Danzig Oak & Teak

From the Light Water Mark to the Wales Teak & English Oak

The Wales and Black-strakes are Teak & English Oak

The Topsides Teak & English Oak

The Sheer-strakes Teak & English Oak and Plank-sheers E. I. Teak

The Water-ways E. I. Teak

The Decks Yellow Pine

State of Good

The Shifts of the Planking are not less than 5 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 Strakes between

Planking Inside.—The Limber-strakes are Stettin Oak the Bilge Planks Stettin & Danzig Oak

The Ceiling, Lower Hold, Danzig Oak Between Decks Danzig Oak

Shelf Pieces Clamps Danzig Oak

Fastenings.—To Hold Beams Horizontal Staple Knees & 10 Pair of Vertical Rider Knees

Deck Beams Horizontal Staple Knees & 15 Pair of Vertical & Staple Standard Knees

Number of Breasthooks Seven Pointers two Crutches two

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

Bilge and Limber Strakes Ym & are bolted through and clenched. Treennails of English Oak How Made Curcular

General Quality of Workmanship Good

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

Builder's Signature P. Gibson

Surveyor's Signature Robt. Fowler



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....	270	15/8	Bower, .....	3	30" 2.24
	Fore Top Sails,	Hempen Stream Cable .....	80	8 in			30" 2.21
<i>A full</i>	Fore Topmast Stay Sails,	Hawser <i>Laham</i> .....	60	1	Stream, .....	1	30" 0.14
<i>Suit of</i>	Main Sails,	Towlines .....	80	6			5" 1.0
<i>Sails</i>	Main Top Sails,	Warp .....	80	5	Kedge, .....	1	2" 0.12
and		All of <u>good</u> quality.					

Her Standing and Running Rigging New Hemp & line sufficient in size and apparently good in quality.

She has A Long Boat and Yawl & Quarter boat

The present state of the Windlass is New Capstan New Rudder New Pumps New

**General Remarks—Statement and Date of Repairs.**

If Sheathed, Doubled, Felted, or Coppered over felt yellow metal to wales When last done 1855

I am of opinion this Vessel should be Classed M. A. 1. Robt Fowler

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Aug 28 Special .....£ 30 : 6 : - TH

Certificate (if required) .....£ : :

Committee's Minute 28<sup>th</sup> August 1855.

Character assigned 1 for 10 years

*Clear forward certificate to Mr. Shields Hon. Trinity Chamber, Newcastle*



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Foundation