

No. 6109 Survey held at Sunderland Date April 4th 1857
on the Ship "Arctura" Master Wm Clark
Tonnage Old Built at Sunderland When built 1857 Launched March
By whom built John Reed Owners John Allen
Port belonging to London Destined Voyage Calcutta
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Inches.	Required as pr Rule	Inches.	MOULDED.		Inches.	Required as pr Rule	Inches.	Required as pr Rule		Inches.	Required as pr Rule		
Scantlings of Timber.														
TIMBER AND SPACE	31 1/2	32 3/4												
Floors	14 3/4	14 1/4	14 3/4	13 1/4	14 1/4	12 3/4								
1st Foothooks	13 1/4	12 3/4	13 1/4		12 3/4									
2nd Ditto	12 1/2	11 3/4	12											
3rd Ditto	11	10 3/4	10 1/2											
Top Timbers	10 1/2	10	"	7 1/2	7 1/4									
Deck Beams	N ^o 24	Average Space	4 1/2	10	9 1/2	9 3/4	8	9 1/2	8					
Deck Beams, length amidships	31 feet	2 in												
Hold Beams	N ^o 24	Average Space	4 1/2	13 1/2	13 1/4	13 1/2	11 1/2	13 1/4	11 1/4					
Hold Beams, length amidships	31 ft	3 in												
Keel	15 1/2	15 1/4	15 1/4	"	15 1/4	"								
Scarphs of Ditto	6 feet	6 in												
Keelsons	16 1/2	16 1/4	16 1/2	"	16 1/4	"								
Scarphs of Ditto	7 ft	6 in												
Outside.														
Garboard Strakes	11 1/2	8 1/4	4 1/4											
Garboard to Bilge	4 1/2	4 1/4												
Bilge Planks	5 1/2	5	4 1/4											
Bilge to Wales	4 1/2	4 1/4												
Wales	6	5 3/4												
Topsides	4 1/2	4 1/4												
Sheer Strakes	4 1/2	4 1/4												
Plank Sheers	4	4												
Waterways	Upper Deck	12 x 6	7 1/2											
	Lower Deck	14 by 10												
Upper Deck	4	3 1/2												
Inside.														
Limber Strakes	5 1/4	5 1/4												
Bilge Planks	5 1/2	5 1/4												
Ceiling in Flat	3 1/2	3 1/2												
Ditto Bilge to Clamp	3 1/2	3 1/2												
Hold Beam Clamps	6 1/2	4 1/2												
Deck Beam Ditto	7	4 1/2												
Ceiling 'twixt Decks	3	2 3/4												
Hold Beam Shelves	14 by 10	"												
Deck Beam Ditto	"	"												

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
Inches.	Required in Ship.	Inches.	Required as per Rule.	Inches.	Required in Ship.	Inches.	Required as per Rule.	Inches.	Required in Ship.	Inches.	Required as per Rule.
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.											
Heel-Knee, and Deadwood abaft	1 3/8	1 3/8		Transoms and throats of Hooks	1 1/4	1 1/4		Hold Beam Bolts in	1 1/4	1 1/4	
Scarp of Keel	1 3/8	1 3/8		Arms of Hooks	1 3/8	1 3/8		Knees	1 1/4	1 1/4	
Keelson Bolts through Keel at each Floor	1 1/4	1 1/4		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/2	1 1/2		Shelf or Clamp	1 3/8	1 3/8	
Bolts through Heels of Timbers against Deadwood	1 1/8			Butt End Bolts	1 3/8	1 3/8		Waterway	1	1	
				Pintles of the Rudder	3 1/2	3 1/2		Deck Beam Bolts in	1 1/2	1 1/2	
								Knees	1 1/2	1 1/2	
								Shelf or Clamp	1	1	
								Nails or Bolts in Flat of Deck	8		
								Treenails	1 1/2	Inches	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 3 1/8 Inches.
The Floors consist of Eng & Afr Oak The First Foothooks of Eng Oak Timber.
The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng & Afr 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 well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well 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 1/3 of the entire moulding at that place.

The Frame is crop chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak

The Main Keelson is Greenheart & Afr Oak and is free from all defects. The Main piece of Windlass is Eng Oak

The Stem, and Stern Post, consist of Eng & Afr Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of Eng & Afr Oak Deadwood, of Amel Elm to top but and of Afr Oak below are is free from all defects.

The Deck and Hold Beams consist of Eng Oak & Afr Oak The Breasthooks of Amel Elm The Knees of Amel Elm

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

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

From the Light Water Mark to the Wales Seake Eng Oak & Greenheart

The Wales and Black-strakes are Greenheart Eng Oak & Seake The Topsides Seake

The Sheer-strakes and Plank-sheers Seake The Water-ways { Upper Deck Seake Lower Deck Greenheart

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 gally between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Afr Oak Greenheart & Eng Oak

The Ceiling, Lower Hold, and between Decks Seake Afr Oak Eng & Afr Oak Shelf Pieces and Clamps Greenheart Amel Elm & Eng Oak

Fastenings.—To Hold Beams Four Lodging Pieces Shelfed Clamps Bolted through 11 pair of Knee sides 13 pair of Hanging knees 4 pair of sides from hold beam shelf to floor ends and 8 pair of heavy sides placed diagonally from deck clamp to floor ends, also 10 pair of diagonal plates secured into the timbers of the frame 4 in by 4 in

Deck Beams Four Lodging Pieces with alternate Staple Standard and Hanging knees under

Number of Breasthooks Eight & Hemsons Pointers One pair, four hooked iron Crutches Three Transom knees

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng & Afr Oak How Made Round

Thickstuff over Double Floors are 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. Reed Surveyor's Signature Thos. B. Stacey

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.	Weight.	N ^o .	
	Fore Sails,		Chain	300	1 7/8		36.3.12
	Fore Top Sails,		Hempen Stream Cable	80	9		37.1.14
	Fore Topmast Stay Sails,		Hawser	80	1 1/8		41.1.0
	Main Sails,		Towlines	100	7 1/4		12.0.14
	Main Top Sails,		Warp	100	5 1/4		6.8.0
			All of <u>good</u> quality.	100	4 1/4		3.1.0

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

She has one Long Boat and three others

The present state of the Windlass is good Two Capstans Winches Rudder good Pumps two Metal

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st.	When the Frame is completed	<u>July 29th</u>
2nd.	When the Beams are put in, &c.	<u>November 11th</u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>February 17th</u>

The exterior of this ship including the decks of the cant timbers and the floor of the upper deck is fastened with yellow metal to the entire exclusion of iron
John Moffat Reed

Present condition of Caulking of Bottom, Deck, and Waterways

☒ Sheathed, ☐ Doubled, ☐ Felted, or ☐ Coppered with 4 Metal to top of wales partially over Belt When last done

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

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

Order No. 576 Special£ 14 : 2 : "

Certificate£ " : " : "

Committee's Minute 21 April 1857

Character assigned 1 for 13 Years



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