

No. 79 Survey held at Amsterdam Date January & February 1868
 on the Dutch Brig "Engel" Master J. Appel
 Tonnage under tonnage deck 209 Built at Harlingen When built 1862/64 Launched July 64
 Ditto of poop or spar deck 209 By whom built L. & D. Alta Owners B. W. K. Sytsema
 Port belonging to Amsterdam Destined Voyage Mediterranean
 Surveyed while Building, Afloat, or in Dry Dock and by heaving down.

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	103			24			12		one
Scantlings of Timber.									
Timber and Space	20								
Floors	3 1/2	10 1/4	8	2 1/2	8 3/4				
1 st Foothooks	8	7 1/2	7 1/2	7 1/4					
2 nd Ditto	8	7	7	7					
3 rd Ditto									
Top Timbers	4	6 1/2	5	6 1/2					
Deck } N° 24 Average } 24 1/2 inch	7	8	8	8 1/4	8 1/4	6 1/4			
Beams } N° 4 Average } 10 feet									
Deck Beams, length amidships 23 ft.	1/2	4 1/2	3 1/4	3					
Hold } N° 4 Average } 10 feet									
Beams } N° 4 Average } 10 feet									
Hold Beams, length amidships 23 ft.	11	11		10 3/4					
Keel	15	15	13	11 3/4					
Scarp of Ditto				5 ft 3 inch					
Keelsons									
Scarp of Ditto									

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 abait	3/4	3/4		Transoms and throats of Hooks	1/2	1/2		Hold Beam			
Scarps of Keel, N° ..	1/2	1/2		Arms of Hooks	1/2	1/2		Bolts in			
Keelson Bolts through Keel	1/2	1/2		Thro' Bilge & Limber Strakes	3/4	3/4		Waterway ..			
at each Floor	1/2	1/2		Thickstuff over Double Floors	3/4	3/4		Knees			
Bolts thro' Heels of Timbers	1/2	1/2		Butt End Bolts	3/4	3/4		Shelf or Clamp			
against Deadwood	1/2	1/2		Pintles of the Rudder	2 1/2	2 1/2		Waterway ..			
								Knees			
								Shelf or Clamp			
								Nails or Bolts in Flat of Deck			
								Treenails 3/4 Inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of Rhenish Oak The First Foothooks of Rhenish Oak

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

The Shifts of the First and Second Foothooks are not less than sufficient 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 First Foothook Heads upwards, and perfectly free from sap, and from thence downwards, the frame is squared

The Frames are bolts 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 not chocked with Butt at each end of the chock. The Main piece of Rudder is of oak of Windlass is of oak

The Keel is of R. Oak The Main Keelson is of Rhenish Oak and well free from all defects.

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

and Aprons of R. Oak Deadwood, of R. Oak and are well free from all defects,

The Deck and Hold Beams of R. Oak & iron The Breasthooks of R. Oak The Knees of R. Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is all of R. Oak

or to the First Foothook Heads }

From the above named Height to the Light Water Mark of R. Oak

From the Light Water Mark to the Wales ditto

The Wales and Black-strakes are of oak The Topsides & Sheer-strakes of oak

The Spirketting and Plank-sheers ditto The Water-ways { Upper Deck of oak

The Decks of Riga pine State of very good Lower Deck of oak

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 thru between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are of oak

The Ceiling, Lower Hold, and between Decks of oak Shelf Pieces and Clamps of oak

Fastenings.—To Hold Beams bedging haues with screws

Deck Beams with iron hanging knees and through bolts

Number of Breasthooks thru of oak Pointers two of oak Crutches six of iron

Butt End Bolts are of yellow metal in the Bottom. two Bolts in each Butt End through and clenched.

Bilge and Limber Strakes ditto bolted through and clenched. Treenails of Riga pine How Made roughly

Thickstuff over Double Floors ditto bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature 10 10 10 10 10 Surveyor's Signature 10 10 10 10 10

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to, as per Certificate.	ANCHORS, &c.	N ^o .	Weight. Ex. stock.	Tested to, as per Certificate.
2	Fore Sails,	Chain	90	1 3/8		Bower,	1	9.2	
2	Fore Top Sails,	Hempen Stream Cable ..	90	1 1/8			1	2.5	
2	Fore Topmast Stay Sails,	Hawser	90	9			1	2	
2	Main Sails,	Towlines				Stream,	1	5.2	
2	Main Top Sails,	Warp	120	6 1/2		Kedge,			
	and further, suff.	All of good quality.	100	4 1/2			1	2. -	

Her Standing and Running Rigging first rate sufficient in size and good in quality.

She has one Long Boat and one other

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

Order for Special 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 } _____

Order for Ordinary Survey,

No. _____ Date _____

General Remarks

Stripped the whole yellow metal, drove out trenails and bolts at several places, cut out planking in the topsides equal to one shake fore and aft on each side and proper listings above the bilges inside and in buttocks, opened the air courses and timbers, examined all timbers, deckbeams, &c. trenails and iron bolts in wales, found all in very good condition. -

Renewed the aforesaid planking, caulked from keel to above wales, and sheathed with yellow metal on felt and paper. -

Examined the pumps, unshiped windlass, found mainpiece sound by boing, tested the remainder of caulking on deck, &c., ranjed cables, found good and sufficient. -

The ship is flat bottom, keel very straight, break deck for cabin 20 feet, and a house for crew 12 feet long on deck. -

We considered this vessel fit to carry dry and perishable cargoes to and from all parts of the world and worthy of a class A. S. seven years. -

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

If Sheathed, Doubt, Felted, X Coppered up to nine feet When last done January 1860

I am of opinion this Vessel should be Classed A1 7 years from 1864

The Amount of the Fee.....£ 3 : - : - is received by me, James McKay

Special£ 3 : - : -

Certificate£ - : 5 : -

Committee's Minute 11th February 1868

Character assigned A1 for 7 years