

No. 65 Survey held at Hamburg Date, first Survey 10th Sept Last Survey 6th October 1873
on the *Log* *Gustav* late *Giovanni Luigi* Master *C. Nilsson* late *Linaz*
Tonnage under Tonnage Deck 200 Tons *Launched* *1869*
Ditto of Spar Deck, or Awning Deck Built at *Hume* When built 1869 *Launched*
Ditto of Poop, or Raised Qr. Dk. By whom built Owners *A. J. J. J. J.*
Ditto of Hovses on Deck Port belonging to *Hamburg* Destined Voyage *S. America*
Ditto of Forecastle If Surveyed while Building, Afloat, or in Dry Dock *Afloat & Slip*
Gross Tonnage
Crew Space, as per Rule
Register Tonnage, cul on Beam
Engine Room
Register Tonnage, as a Steamer, }
cul on the Beam }

Length as per section 39....	104	0	Extreme Breadth Outside	23	2	Depth of Hold	13	2	Number of Decks	2
Length of Keel	96									
Scantlings of Timber.										
TIMBER AND SPACE										
Floors										
1 st Foothooks										
2 nd Ditto										
3 rd Ditto										
Top Timbers										
Deck } N ^o 30 Average	3'0"									
Beams }										
Deck Beams, length amidships										
Hold } N ^o 44 Average	6'0"									
Beams }										
Hold Beams, length amidships										
Keel										
Scarp of Ditto										
Keelsons										
Scarp of Ditto										
Outside Plank.										
Garboard Strakes										
Garboard to Bilge										
Bilge Planks										
Bilge to Wales										
Wales										
Topsides										
Sheer Strakes										
Plank Sheers										
Water } Upper Deck	6'9"	4'8"								
Ways } Lower Deck	5'8"									
Ditto, faying surface										
against Timbers										
Upper Deck										
Dimensions of Ship per Register.										
length										
breadth										
depth										
Inside Plank.										
Limber Strakes										
Bilge Planks										
Ceiling in Flat										
Ditto Bilge to Clamp										
Hold Beam Clamps										
Deck Beam Ditto										
Ceiling 'twixt Decks										
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										
Scarp of Keel, N ^o 2										
Keelson Bolts through Keel										
at each Floor										
Bolts thro' Heels of Timbers										
against Deadwood										
Frame Bolts										
Transoms and throats of Hooks										
Arms of Hooks										
Thro' Bilge and Limber Strakes										
Thickstuff over Double Floors										
Butt End Bolts										
Short Bolts in Ceiling										
Pintles of the Rudder										
Hold Beam										
Bolts in										
Deck Beam										
Bolts in										
Nails or Bolts in Flat of Deck										
Treenails										

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 6" Inches. The Space between the Top-Timbers is 2 1/2" Inches.

The Floors consist of *Italian Oak*
The Second Foothooks of *do*
The Main Keelson is *do* and free from all defects.
The Transoms, Knightheads, Hawse Timbers, & Aprons of *oak* ditto.
Deadwood, of *Italian Oak* and ditto.
The Stem, and Stern Post of *do* ditto.
The Deck and Hold Beams of *do*
The Breasthooks of *do*
The Knees of *Italian Oak* The Keel of *beech*
The Main piece of Rudder of *oak* of Windlass of *oak*

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is *beech and fastened with yellow*
or to the First Foothook Heads } *metals & bolts*

From the above named Height to the Light Water Mark *beech and fastened with 3/4" & 1/2" yellow metal bolts*
From the Light Water Mark to the Wales *Italian Oak and fastened with do, no treenails*

The Wales and Black-strakes *do* The Topsides & Sheer-strakes *Oakwood*

The Spirketting and Plank-sheers *are of iron & yellow metal* The Water-ways { Upper Deck *iron bolts Oakwood*
Lower Deck *iron bolts Oakwood*

The Decks *pine* State of *very good*

The Shifts of the Planking are not less than *3 1/2* 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 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Italian oak*
The Ceiling, Lower Hold, and between Decks *yellow pine* Shelf Pieces and Clamps *Italian Oak*

Fastenings.—To Hold Beams *by wooden knees 6" x 6" horizontal in section*

Deck Beams *iron knees 2" x 3" on the top and 3" x 1" below and oak side*
diagonal knees 3" x 3/4" 3 feet long fastened by 3/4" & 1/2" bolts

Number of Breasthooks *5 + 3 aft* Pointers Crutches
Butt End Bolts are of *iron & yellow metal* in the Bottom Bolts in each Butt End through and clenched.
Bilge and Limber Strakes bolted through and clenched. Treenails of How Made
Thickstuff over Double Floors 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

Surveyor's Signature

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	180	1 3/16	all Documents & certificates of the ship are lost.			Bowers	2	16.0.0			
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).					
	Fore Topmast Stay Sails,	Hempen Stream Cable	renewed hump					Stream		6 1/2			
	Main Sails,	Hawser								3 1/2			
	Main Top Sails,	Towlines						Kedges		1 1/2			
and		Warp											
		All of quality											

Her Standing and Running Rigging new sufficient in size and hump in quality. She has 2 Long Boat and good

The present state of the Windlass is good Capstan good and Rudder good Pumps good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Cargo Hatchways.—How formed? State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

Main Hatchways.—State size

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.

The vessel placed on slip. yellow metal sheathing stripped, vessel dugged and scraped bright from keel to gunwale including plankers waterways & etc, Bolt (built without treenails) driven out for inspection and found good. Listening split out at the turn of bilge in inside on each side fore and aft for examination of timbers. Beamends bored. All air courses cleared, windlers unhung and stripped pallbits & bits good. Chain cables ranged in the yard and found sufficed. Mast spars rigging sails renewed where necessary

Repairs. The keelson is strengthened by a pitch pine stringer of 9" x 9" and the middle line new rebolted with 1 inch yellow metal & iron bolts

She has a raising quater of 30 feet long and 2 feet high. The workmanship as well as the material of which the the vessel is built is very good

Present condition of Caulking of Bottom new Deck, new and Waterways new caulked

If Sheathed, Doubled, Felted, ~~Coppered~~, or Yellow Metalled new installed When last done

I am of opinion this Vessel should be Classed

A I 6 years from present time

The Amount of the Entry Fee.....£ 3 : 0 : 0 :

is received by me,

Travelling Expenses, Special.....£ 5 : 0 : 0 :

(if any) £ Certificate.... 0 : 5 : 0 :

Committee's Minute

10th Oct. 1873

Character assigned

A 1 for 6 years

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