

No. 30. - Survey held at Rotterdam Date, first Survey 3 January Last Survey Feb 4 1871  
 on the Dutch Clipping Ship "Philips van Marnix" Master R. H. Mulder  
 Tonnage under Tonnage Deck  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop, or Raised Or. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage 1160 1191  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Water Tonnage, as a Steamer, }  
 and on the Beam ..... }

Built at Beloes When built 1863 by Launched 1864  
 By whom built Pot-Brouters Owners van Leyke & Decker  
 Port belonging to Rotterdam Destined Voyage Java  
 If Surveyed while Building, Afloat, or in Dry Dock Dry Dock

Length as per section 39.....	Feet. 195	10	Extreme Breadth Outside	Feet. 39	10	Depth of Hold	Feet. 25	3	Number of Decks	Two					
Length of Keel .....	192		IN SHIP			(Depth from limber-strakes to under side of lower deck beam									
<b>Scantlings of Timber.</b>															
TIMBER AND SPACE .....	25 inches	33 1/2 inches													
Floors .....	11	20 1/4	15	15											
1 <sup>st</sup> Footboards .....	9	17 1/2	13 1/2	13 1/2											
2 <sup>nd</sup> Ditto .....	9	15 1/2	9 3/4	12 1/2	12 1/2										
3 <sup>rd</sup> Ditto .....	9	9 3/4	9	11 1/4	11 1/4										
Top Timbers .....	9	9	7	10 1/2	10 1/2	See Midship Section									
Deck { N° 47	Average	4 feet 1 in.	9 x 1 1/2												
Beams			3 1/2 x 1 1/2												
Deck Beams, length amidships .....			3 1/2 x 1 1/2												
Hold { N° 45	Average	4 ft. 1 in.	9 1/2 x 1 1/2												
Beams			3 1/2 x 1 1/2												
Hold Beams, length amidships .....			3 1/2 x 1 1/2												
Keel .....	15 1/2	19	16	16											
Scarp of Ditto .....	7 feet	6 feet 9 in.													
Keelsons .....	See Section														
Scarp of Ditto .....	See Section														

<b>Outside Plank.</b>			INCHES.	
	In Ship.	Required per Rule.		
Garboard Strakes....	8	4 1/2		
Garboard to Bilge ..	7 to 4	4 1/2		
Bilge Planks .....	4	4 1/2		
Bilge to Wales .....	4 to 6	4 1/2		
Wales .....	6	6		
Topsides .....	5	4 3/4		
Sheer Strakes .....	4	4 3/4		
Plank Sheers .....	6	4		
Water { Upper Deck	11 x 12	0		
Ways { Lower Deck	11 x 12	0		
Ditto, faying surface against Timbers ...	11	0		
Upper Deck.....	4	4		
	3 1/4			

<b>Inside Plank.</b>			INCHES.	
	In Ship.	Required per Rule.		
Limber Strakes ....	4	5 3/4		
Bilge Planks .....	7	5 3/4		
Ceiling in Flat .....	10 x 1 1/2	3 3/4		
Ditto Bilge to Clamp	See Section	3 3/4		
Hold Beam Clamps..	10	4 3/4		
Deck Beam Ditto ..	See Section	4 3/4		
Ceiling 'twixt Decks	4	3		
Hold Beam Shelves ..	11			
Deck Beam Ditto....	See Section			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Hold Beam	Waterway ..	1 1/4	
Scarp of Keel, N° 4	1 1/4	1 1/4	Arms of Hooks	1 1/4	1 1/4	Bolts in	Knees .....	1 1/4	7/8
Keelson Bolts through Keel	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	Deck Beam	Waterway ..	1 1/4	
at each Floor	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	Bolts in	Knees .....	1 1/4	1 1/4
Bolts thro' Heels of Timbers	1	1 1/4	Butt End Bolts	1 1/2	1 1/2		Shelf or Clamp		
against Deadwood	1	1 1/4	Short Bolts in Ceiling	1 1/2	1 1/2	Nails or Bolts in Flat of Deck		1/2	down bolt with nuts
Frame Bolts	1	1	Pintles of the Rudder	3/4	3/4	Treenails	1 1/2 inches	1 1/2	

**Timbering.**—The Space between the Floor Timbers and Lower Footboards is 1 1/2 Inches. The Space between the Top-Timbers is 2 Inches.

The Floors consist of Cant White Oak The First Footboards of Cant White Oak

The Second Footboards of 8" The Third Footboards and Top Timbers of 8"

The Main Keelson is iron and well free from all defects. The Shifts of the First and Second Footboards are not less than 6 feet

The Transoms, Knightheads, Hawse Timbers, & Aprons of 8" ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of C. W. Oak and 8" ditto. The rest of the Shifts of the Frame are of 6 feet to 17 feet

The Stem, and Stern Post of Cant White Oak ditto. The Frame is squared from First Footboard Heads upwards,

The Deck and Hold Beams of Double 12 iron and well free from sap, and from thence downwards, the frame is square on the

The Breasthooks of iron & C. W. Oak The Frames are bolted together to the Gunwale.

The Knees of Bull iron The Keel of C. W. Oak N.B. If not, state how bolted

The Main piece of Rudder of C. W. Oak of Windlass of 8" The Butts of the Timbers are close together; their thickness not

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is C. W. Oak less than that of the entire moulding at that place.

or to the First Footboard Heads } The Frame is not choiced with Butt at each end of the choick.

From the above named Height to the Light Water Mark C. W. Oak

From the Light Water Mark to the Wales 8"

The Wales and Black-strakes 8" The Topsides & Sheer-strakes 8"

The Spirketting and Plank-sheers 8" The Water-ways { Upper Deck C. W. Oak

The Decks Ship pine State of good Lower Deck 8"

The Shifts of the Planking are not less than 8 Feet 2 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, and without step-buttting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are C. W. Oak Shelf Pieces and Clamps C. W. Oak & Bull iron

The Ceiling, Lower Hold, and between Decks C. W. Oak

**Fastenings.**—To Hold Beams are fastened by iron knees and stringer plates (20 x 1 1/2) also an angle iron

(4 x 5 x 1/2) bolted through each timber of frame, one filler under each beam in a midship 3/4 inch

and having 6 only beams. See Section

Deck Beams are fastened at the hold beams, also stringer and tie plates having one filler of 2 1/2 under

each beam in a midship. The Cheeks are fastened by screw bolts with nuts.

all the knees are through bolted; outside the timbers of frame the head of the bolt are countersunk.

Number of Breasthooks 5 iron Pointers 4 iron Crutches 4 iron

Butt End Bolts are of Copper in the Bottom two Bolts in each Butt End through and clenched

Bilge and Limber Strakes Copper bolted through and clenched. Treenails of Ship pine How Made turned

Thickstuff over Double Floors 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

Gebres & Pot

Surveyor's Signature

J. M. M.





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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test as per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight, Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	105	1 1/4		1 1/4		Bowers ....	1	40		2-32	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	105	1 1/4		1 1/4		Stream ....	1	36 1/4		1-27 1/2	
	Fore Topmast Stay Sails,	Hempen Stream	90	7 1/4		10		Kedges ....	1	30			
	Main Sails,	Cable .....	90	10		9				14		13	
	Main Top Sails,	Hawser .....	120	9		9				7 1/4		6 1/4	
	and good quality	Towlines .....	120	4		6				3		3 1/4	
		Warp .....	120	5									
		All of good quality											

Her Standing and Running Rigging is sufficient in size and good in quality. She has two Long Boat and one small

The present state of the Windlass is good Capstan good (iron) and Rudder good Pumps two

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.

This vessel has been placed in Dry Dock, so that the keel and metal sheathing could be seen for examination:

Stripped off some sheaths of metal drove out out some treenails in several places of the vessel, opened inside, by taking out a proper listing above bilge from stern to stern on both side, found timbers and treenails sound. — opened out side above wales fore and aft on both <sup>side</sup> equal a whole stroke found timbers also sound: and the Yellow Metal sufficient to do one voyage yet: renewed the aforesaid planking by C. W. Oakes.

Large anchors and cables found good and sufficient  
This vessel is build of Cont. White Oak. Salted while building but not according rules. (in this Country they always bore holes in the floors and other timbers filled up it, with salt (prepared not rock) and pickle while building; so that the pickle of salt goes through the wood.)

This vessel (see midship section) has an iron box keelson, iron Beams with stringer and tie plates, two bulb iron Bilges on both side, iron plates (36 x 1 1/4) instead of Clamps in the between deck: it all going from stern to stern and Connected to them.

She has also three iron masts and lower yards.  
an Engine to take in and discharge the Cargo, and can used it to the pumps.

Present condition of Caulking of Bottom good Deck, now done and Waterways now done.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Felt and Yell. Metal When last done 1860.

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

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

Gravelly Special .....£ 7 : 17 : :

Certificate .... : 5 : :

Committee's Minute 17th February 1861

Character assigned A 1 for 9 years

"Subs"