

No. 70 Survey held at Rottterdam Date, first Survey 10<sup>th</sup> Aug Last Survey 9<sup>th</sup> Sept 1871  
 on the Dutch S<sup>r</sup> Jeannette Master P. K. Quiver  
 Tonnage under Tonnage Deck  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop, or Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage 110  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beams  
 Engine Room  
 Register Tonnage, as a Steamer, }  
 cut on the Beam ..... }

Built at Wildermark When built 1863 & 64 Launched June 1864  
 By whom built R. d. Kerff Owners J. M. Meihuizen  
 Port belonging to Wildermark Destined Voyage  
 If Surveyed while Building, Afloat, or in Dry Dock Afloat.

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	<u>33</u>	<u>7</u>		<u>19</u>	<u>7</u>		<u>9</u>	<u>0</u>	<u>one</u>
<b>Scantlings of Timber.</b>									
TIMBER AND SPACE									
Floors	<u>9</u>	<u>9 1/2</u>	<u>7 1/4</u>	<u>0</u>	<u>0</u>				
1 <sup>st</sup> Foothooks	<u>6 1/2</u>	<u>7 1/4</u>	<u>6 1/2</u>	<u>7</u>	<u>7</u>				
2 <sup>nd</sup> Ditto	<u>7 1/4</u>	<u>6 1/2</u>	<u>5 1/2</u>	<u>6 1/2</u>	<u>6 1/2</u>				
3 <sup>rd</sup> Ditto	<u>6</u>	<u>5 1/2</u>	<u>4 3/4</u>	<u>4 3/4</u>	<u>4 3/4</u>				
Top Timbers	<u>11</u>	<u>6</u>	<u>5 1/2</u>	<u>7 1/4</u>	<u>7 1/4</u>				
Deck } N <sup>o</sup> <u>24</u> Average									
Beams } space <u>20 inches</u>									
Deck Beams, length amidships	<u>10</u>	<u>12</u>		<u>10</u>	<u>10</u>				
Hold } N <sup>o</sup> Average									
Beams } space									
Hold Beams, length amidships	<u>10</u>	<u>12</u>		<u>10</u>	<u>10</u>				
Keel	<u>5</u>	<u>5</u>		<u>4</u>	<u>4</u>				
Scarp of Ditto	<u>12</u>	<u>13</u>		<u>11</u>	<u>11</u>				
Keelsons	<u>5</u>	<u>5</u>		<u>5</u>	<u>5</u>				
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.		
Heel-Knee, & Deadw'd abait	<u>1</u>	<u>1</u>	<u>1 1/2</u>	Transoms and throats of Hooks	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Hold Beam	Waterway ..
Scarp of Keel, N <sup>o</sup> <u>6</u>	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Arms of Hooks	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Bolts in	Knees .....
Keelson Bolts through Keel	<u>1</u>	<u>1</u>	<u>1 1/2</u>	Thro' Bilge and Limber Strakes	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>		Shelf or Clamp
at each Floor	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Thickstuff over Double Floors	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Deck Beam	Waterway ..
Bolts thro' Heels of Timbers	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Butt End Bolts	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Bolts in	Knees .....
against Deadwood	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>	Short Bolts in Ceiling	<u>3/4</u>	<u>3/4</u>	<u>1 1/2</u>		Shelf or Clamp
Frame Bolts	<u>1/2</u>	<u>1/2</u>	<u>1 1/2</u>	Pintles of the Rudder	<u>2 1/4</u>	<u>2</u>	<u>2</u>	Nails or Bolts in Flat of Deck	
								Treenails	....Inches

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is one Inches. The Space between the Top-Timbers is one Inches.  
 The Floors consist of C. W. Oak. The First Foothooks of C. W. Oak.  
 The Second Foothooks of C. W. Oak. The Third Foothooks and Top Timbers of C. W. Oak.  
 The Main Keelson is C. W. Oak. and is free from all defects.  
 The Transoms, Knightheads, Hawse Timbers, & Aprons of C. W. Oak. ditto.  
 Deadwood, of C. W. Oak. and C. W. Oak. ditto.  
 The Stem, and Stern Post of C. W. Oak. ditto.  
 The Deck and Hold Beams of C. W. Oak.  
 The Breasthooks of C. W. Oak. in.  
 The Knees of iron The Keel of C. W. Oak.  
 The Main piece of Rudder of C. W. Oak. of Windlass of C. W. Oak.  
 The Shifts of the First and Second Foothooks are not less than 3 feet  
 N.B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are 3 to 7 feet and one inch.  
 The Frame is squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is squared and is bolted together to the Gunwale.  
 N.B. If not, state how bolted.  
 The Butts of the Timbers are close together; their thickness not less than that of the entire moulding at that place.  
 The Frame is not choiced with butt at each end of the choick.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is C. W. Oak.  
 or, to the First Foothook Heads }  
 From the above named Height to the Light Water Mark  
 From the Light Water Mark to the Wales  
 The Wales and Black-strakes C. W. Oak. The Topsides & Sheer-strakes C. W. Oak.  
 The Spirketting and Plank-sheers C. W. Oak. The Water-ways { Upper Deck C. W. Oak.  
 Lower Deck  
 The Decks size pine State of sufficient  
 The Shifts of the Planking are not less than 6 Feet one 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-buttling.  
**Planking Inside.**—The Limber-strakes and Bilge-strakes are C. W. Oak.  
 The Ceiling, Lower Hold, and between Decks C. W. Oak. Shelf Pieces and Clamps C. W. Oak.  
**Fastenings.**—To Hold Beams

Deck Beams is fastened by two iron knees (3 x 2 1/4) on each beam and is bolted through & clenched.

Number of Breasthooks 4 Pointers one Crutches 2  
 Butt End Bolts are of iron in the Bottom one Bolts in each Butt End through and clenched.  
 Bilge and Limber Strakes iron bolted through and clenched. Treenails of size pine How Made obliquely  
 Thickstuff over Double Floors iron 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 \_\_\_\_\_ Surveyor's Signature J. W. S.



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

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd 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 .....	20	1 1/4		1 1/4		Bowers ....	1	6 1/4		2 - 5 1/4	
Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	20	1 1/4		1 1/4		Stream ....	1	2		2	
Fore Topmast Stay Sails,	Hempen Stream	20	1 1/4		2 1/4 - 5 1/2		Kedges ....	1	1		1	
Main Sails,	Cable .....	12	5		3 1/2							
Main Top Sails,	Hawser .....	20	1 1/4									
and good quality	Towlines .....	20	1 1/4									
	Warp .....	20	1 1/4									
	All of good quality											

Her Standing and Running Rigging is sufficient in size and good in quality. She has no Long Boat and

The present state of the Windlass is good Capstan good 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. Now Done.

When the vessel down, keel out both sides.  
Stripped off all Live Sheathing of keel bottom & upwards  
Scraped bright all outside planking including sheathings and  
waterways; opened timbers and air-courses. Removed a stake  
in topside from fore to aft on each side also in bow and buttock  
board out in bottom some treenails, and drove out iron through  
bolts out keel, Bilges and upwards on several places of the  
vessel (for she is whole iron fastened) also in range of beams.  
inside taken out a listing of sufficient breadth on each side  
above floorboards from fore to aft. Removed also some planks  
between Bilges and beam-ends.

Found keel, bottom, planks, timbers, treenails and bolts  
in a good condition. Removed a stake of deck except the water  
way and some other planks. Found beam-ends sound.

Unships windlass used lining stripped found sound  
ranged cables found sufficient.

Removed the removed planking by Out Wh. Oak and the Deck planks  
by Red pine supported the main hatchway beam by a second beam  
1.10 feet 6 x 7. and bolted together

Caulked her from keel upwards including Stations waterways  
and Deck sheathed with Live oak paper.

We are of opinion this vessel is fit to carry dry and perish-  
able cargoes to and from all parts of the world and entitled to  
Continuation the first class. At 1000 tons 5 years. (See letter  
attached)

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Live oak paper When last done now done.

I am of opinion this Vessel should be Classed

The Amount of Entry Fee.....£ 2 : : : is received by me,

Travelling Expenses, Special.....£ 2 : 2 : :

(if any) £ Certificate..... : 2 : 6 :

Committee's Minute 12<sup>th</sup> September 18<sup>th</sup>

Character assigned Monk for 5 years



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