

No. 74 Survey held at *Delfshaven* Date, first Survey *23rd Sept.* Last Survey *18th Oct.* 1874
on the *Dutch Schooner "Fredelust."* Master *J. P. Brouwer*

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 *148*
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Net Tonnage, as a Steamer,
cut on the Beam

Built at *Dappeneer* When built *1863-64* Launched *April 1864*
By whom built *J. G. Berg* Owners *J. Berg.*
Port belonging to *Dappeneer* Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock *Afloat (Keel out)*

Length as per section 39.	Feet. 24	Inches. 0	Extremity Breadth Outside	Feet. 24	Inches. 4	Depth of Hold	Feet. 11	Inches. 3	Number of Decks	2
Length of Keel	24	0	IN SHIP. 150 1/2	Feet. 24	Inches. 4	(Depth from limber-strakes to under side of lower deck beam 10 ft 9 in.)				
Scantlings of Timber.										
TIMBER AND SPACE	22	inches	20	inches		Outside Plank.			Dimensions of Ship per Register,	
Floors	10 1/2	10 1/2	8 1/2			Garboard Strakes	2 3/4		length	57
1 st Foothooks	8	8 1/2	4	4	6 1/2	Garboard to Bilge	2 1/2	2 1/2	breadth	19.4
2 nd Ditto	9	7	6	6 1/2	6 1/2	Bilge Planks	3		depth	11.3
3 rd Ditto	7	6	5	6 1/2	4 3/4	Bilge to Wales	2 1/2		Inside Plank.	
Top Timbers	7	6	5	4 3/4	4 3/4	Wales	3	4	Limber Strakes	
Deck } N° 2 nd Average	25	inches	13	6		Topsides	2 3/4		Bilge Planks	3 1/2
Beams }						Sheer Strakes	2 3/4	3	Ceiling in Flat	2 1/2
Deck Beams, length amidships	20	feet				Plank Sheers	2 3/4		Ditto Bilge to Clamp	2
Hold } N° Average						Water } Upper Deck	5 1/2	4 1/2	Hold Beam Clamps	4
Beams }						Ways } Lower Deck	5 1/2	4 1/2	Deck Beam Ditto	6
Hold Beams, length amidships						Ditto, faying surface	5 1/2	4 1/2	Ceiling 'twixt Decks	
Keel	5	feet	10	10		against Timbers	3	2 1/2	Hold Beam Shelves	
Scarp of Ditto	13	13	11	11		Upper Deck			Deck Beam Ditto	
Keelsons	5	feet	5	feet						
Scarp of Ditto										

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

Heel-Knee, & Deadw'd abait	1	1 1/2	Transoms and throats of Hooks	3/4	1 1/2	Hold Beam	Waterway		
Scarp of Keel, N° 6	3/4	1 1/2	Arms of Hooks	3/4	1 1/2	Bolts in	Knees	1 1/2	
Keelson Bolts through Keel	7/8	1 1/2	Thro' Bilge and Limber Strakes	3/4	1 1/2	Deck Beam	Shelf or Clamp		
at each Floor	3/4	1 1/2	Thickstuff over Double Floors	3/4	1 1/2	Bolts in	Waterway		
Bolts thro' Heels of Timbers	3/4	1 1/2	Butt End Bolts	3/4	1 1/2		Knees	3/4	1 1/2
against Deadwood	3/4	1 1/2	Short Bolts in Ceiling	7/8	1 1/2	Nails or Bolts in Flat of Deck	Shelf or Clamp		
Frame Bolts	1/2		Pintles of the Rudder	2 1/4	2	Treenails	1. Inches		1

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

The Floors consist of *Cent White Oak.* The First Foothooks of *Cent White Oak.*

The Second Foothooks of *Cent White Oak.* The Third Foothooks and Top Timbers of *Cent White Oak.*

Main Keelson is *C. W. Oak.* and *free* from all defects. The Shifts of the First and Second Foothooks are not less than *3 feet* in.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *C. W. Oak.* ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of *C. W. Oak.* and *free* ditto. The rest of the Shifts of the Frame are *4 to 6 feet*

The Stem, and Stern Post of *Cent White Oak.* ditto. The Frame is *squared* from First Foothook Heads upwards,

The Deck and Hold Beams of *Cent White Oak.* and *free* from sap, and from thence downwards, the frame is *squared* to the Gunwale.

The Breasthooks of *Cent White Oak.* The Frames are *bolted* together to the Gunwale.

The Knees of *Cent White Oak.* The Butts of the Timbers are *close* together; their thickness not

The Main piece of Rudder of *C. W. Oak.* of Windlass of *C. W. Oak.* less than *1/2* of the entire moulding at that place.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is *Cent White Oak.*

or to the First Foothook Heads } *Cent White Oak.*

From the above named Height to the Light Water Mark *Cent White Oak.*

From the Light Water Mark to the Wales *Cent White Oak.*

The Wales and Black-strakes *C. W. Oak.* The Topsides & Sheer-strakes *C. W. Oak.*

The Spirketting and Plank-sheers *Cent White Oak.* The Water-ways { Upper Deck *Cent White Oak.*

The Decks *Cent White Oak.* State of *Sufficient* Lower Deck *Cent White Oak.*

The Shifts of the Planking are not less than *6* 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 *three* between, and without step-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Cent White Oak.*

The Ceiling, Lower Hold, and between Decks *C. W. Oak.* Shelf Pieces and Clamps *Cent White Oak.*

Fastenings.—To Hold Beams

Deck Beams *are fastened by two iron knees 3 x 3 one knee on each beam end*

bolted through and clenched

Number of Breasthooks *11* Pointers *2* Crutches *2*

Butt End Bolts are of *iron* in the Bottom *one* Bolts in each Butt End *through and clenched.*

Bilge and Limber Strakes *are* bolted through and clenched. Treenails of *Cent White Oak.* How Made *turned*

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

Surveyor's Signature

Her Masts, Yards, &c., are in a good 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.	Weight req'd per Rule.	Test req'd per Rule.
N ^o 1	Fore Sails,	Chain	90	1 1/4		150 +		Bowers	1	6 3/4		2 - 5 1/4	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	90	1 1/4		150 +		Stream	1	3		2	
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	1 1/4		150 +		Kedges	1	1 1/2		1	
	Main Sails,	Hawser	120	5		1/16 - 5 1/2							
	Main Top Sails,	Towlines	120	4		3/2							
	and 2 good quality	Warp	120	3									

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

The present state of the Windlass is good Capstan good and Rudder good Pumps 3.

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 zinc sheathing of keel bottom, upwards.

Scraped bright all exterior planking including waterways opened timbers and ironwork removed in stoke in topsides from fore to aft on each side also in low and tittacks bored out in bottom some treenails, and drove out iron through both out keel bilges and upwards in several places of the vessel (for she is whole iron fastened) also in range of beams inside Took out a whole stoke along bilges and floorboards from fore to aft

Found keel bottom planks timbers treenails and both all in a good condition bored beamends found some

unship windlass wood linings stripped found some ranged cables found sufficient

removed the aforesaid planks by Port W. Oak

Caulked the vessel from keel upwards including waterways and deck, sheathed with zinc and best hair felt

We are of opinion this vessel is fit to carry dry & perishable cargoes to and from all parts of the world and entitled to
Continuation At June 1872. 5 years.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Fe Zinc When last done now done

I am of opinion this Vessel should be Classed

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

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

(if any) £ Certificate..... : 2 : 6 :

Committee's Minute 20th October 1871

Character assigned Went on 1 for 5 Years

from April 1872
second year

W. S. Wm. de Petering

