

Rotterdam 7 August 1875.

The Secretary Lloyd's Register Office
London E.C.

Recd 9/8/75
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My dear Sir!

I am in receipt of your letter of the 6th instant in which you or the Committee made objection to give the 'Deus (with Care) builded Dutch Clipper 'Boach 4' one year for Copperfastened, because the throughbolt of hanging knee of the lower deck instead of being of Yellow Metal through the outside planking as prescribed in the Rules Sect 46. §1. are of galvanized iron driven through the timbers only.

I hope the Committee shall excuse me, that I made objection to this Classification, for I must do it for the honour of me as Lloyd's Surveyor, because when you will be kind enough to read over, my letter of the 15 Oct 1873. when I ask you to send me a formal special Survey for the 'Boach 4'. *A.1 - 11 years - also 25 Oct 1873. the last paragraph wherein I tell you that M. A. Smit will used hardwood trenails instead of iron bolts by making the frames, and that she will be of the same construction as the 'Vorlichter' and 'Liberant'. Liberant Rotterdam 11.9.73.

Also when you see the note for Special Survey Class intended *A.1. 11 years 30 Oct 1873.

Further my letter of the 21 January 1874. and the Midship section of the 'Boach 4'.

You will see that the bolts are not through the outside planking of the lower deck beam knees, and the colour blue (as iron). and as I got back the Midship section I saw there was not made remarks on it.

Also when I read the paragraph 1.2. Sect 46



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of our Rules. than I find in § 1: but the Limber, Bidge, shelf or clamp, and Lodging Kneebolts may be of plain iron, driven through, and clenched on the timbers of frames. That is for one year, and in § 2. galvanized iron for two years?

In the "Boach 4" they have used all galvanized the chain & preventer bolts (and chain plates too) § 3.

That the Committee (or who it may be) allowed in § 1. to use plain iron for the Lodging Kneebolts, etc. Mr. A. Smith makes a different, and uses as in § 2. & 3 galvanized iron bolts and chain plates & chain & preventer bolts: for it is much better for oxidation by salting; and what belongs the hanging knee bolts of the lower deck, it has been always the Custom to drive through the timbers of frames only. at Slipkercken and M. Amsterdam and Kinderdijk. -

And of course, it is in my opinion & must better to use galvanized iron bolts in the knees of lower deck as Yellow Metal bolts: iron bolts are much stronger.

I never had thought, that that Vessel should have ten years and not more. with all have three box keelsons of iron, fastened by galvanized iron bolts, iron beams Stringer, tie & diagonal plates: patent windlass, iron Mast, top masts and yards, Copper pumps. - hardwood treenails in frames, so that by salting it is (nearly) impossible that the iron (rust) can have influence to the timber;

And the outfit, is of the best of the world I suppose you used not such hemp rope for towlines and running gear upon the vessel.

For the Ship Surveyor
9/10/78



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England as Mr. Smit used for his Clippers.

I live in hope that the Committee will
give her the benefit of one for Copper fastened
or one year more for Mixed materials (2 years)
so that the Character will be A 1. 11 years.

In waiting a favourable answer

I remain Dear Sir

Your Obedient Servant

Jewell.

1843

Rotterdam

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