

No. 146 Survey held at Schiedam Date, first Survey 10 September Last Survey 25 January 1876
 on the Dutch Ship "S. J. Enthoven" Master J. Boer
 Tonnage under Tonnage Deck 62
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Register Tonnage, as a Steamer, }
 cut on the Beam }

Built at Kinderdijk When built 1863. 4. 4 Launched 1869.
 By whom built Klees Owners de Groot, Roelants
 Port belonging to Schiedam Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock Potterdijk - Afloat.

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	124	5	IN SHIP, Measured.	34	9	(Depth from limber-strakes to under side of lower deck beam)	17	0	
Scantlings of Timber.									
TIMBER AND SPACE			Meas. Ends.			Outside Plank.			Dimensions of Ship per Register,
Floors	11	24	16			Garboard Strakes...	4		length <u>124</u> breadth <u>34</u> depth <u>17.0</u>
1 st Foothooks	9	16	12 1/2			Garboard to Bilge ..	3 1/2		
2 nd Ditto	11	12 1/2	10			Bilge Planks	3 1/2		
3 rd Ditto	9	10	9			Bilge to Wales	3 1/2		
Top Timbers	11	0	6 1/4			Wales	5 1/4		
Deck { N° 32 Average } Beams { space } 40 inches	11	13	12			Topsides	4		
Deck Beams, length amidships	32					Sheer Strakes	4		
Hold { N° 20 Average } Beams { space } 40 inches	11	13	12			Plank Sheers			
Hold Beams, length amidships	32					Water { Upper Deck	9 x 11		
Keel	13	17 1/4				Ways { Lower Deck	9 x 11		
Scarp of Ditto	6					Ditto, faying surface	9		
Keelsons	11	2 1/2				against Timbers ...			
Scarp of Ditto						Upper Deck	3 1/4		

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		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abait	1 1/4			Transoms and throats of Hooks		1 1/4		Hold Beam {			
Scarp of Keel, N° 644	1 1/2			Arms of Hooks	1	1 1/2		Knees		1 1/2	
Keelson Bolts through Keel	1 1/4	1 1/2		Thro' Bilge and Limber Strakes	1 1/2			Shelf or Clamp			
at each Floor				Thickstuff over Double Floors ..	7/8			Deck Beam {			
Bolts thro' Heels of Timbers		1		Butt End Bolts	7/8			Knees		1 1/2	
against Deadwood				Short Bolts in Ceiling		3/4		Shelf or Clamp			
Frame Bolts		3/4		Pintles of the Rudder	3			Nails or Bolts in Flat of Deck		1 1/2	
								Treenails Inches		1 3/4	

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

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

The Second Foothooks of 5 The Third Foothooks and Top Timbers of 5

The Main Keelson is iron and will free from all defects.

The Transoms, Knightheads, Hawse Timbers, & Aprons of C.W.O. ditto.

Deadwood, of Cant W.O. and ditto.

The Stem, and Stern Post of C.W.O. ditto.

The Deck and Hold Beams of Cant W.O.

The Breasthooks of Cant White Oak

The Knees of iron The Keel of C.W.O.

The Main piece of Rudder of C.W.O. of Windlass of C.W.O.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Cant White Oak
 or to the First Foothook Heads }

From the above named Height to the Light Water Mark Cant White Oak

From the Light Water Mark to the Wales Cant White Oak

The Wales and Black-strakes Cant W.O. fitted pine The Topsides & Sheer-strakes Cant White Oak, fitted pine

The Spirketting and Plank-sheers Cant White Oak, fitted pine The Water-ways { Upper Deck Cant W.O. fitted pine
 Lower Deck C.W.O.

The Decks High Redpine State of good 3/4 of the upper-deck is reserved.

The Shifts of the Planking are not less than 5 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-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Cant White Oak, fitted pine

The Ceiling, Lower Hold, and between Decks Cant W.O. fitted pine Shelf Pieces and Clamps Cant W.O.

Fastenings.—To Hold Beams are fastened by two iron knees (6 x 4 1/2") on knee or oak beams through bolts

also having an iron pillar of 3 inches under each beam in amidships

Deck Beams are fastened by two iron knees (5 1/2 x 4 1/2") on knee or oak beams through bolts

also having an iron pillar of 2 1/2" under each beam in amidships

Number of Breasthooks 5 Pointers 4 Crutches two under & one in

Butt End Bolts are of Copper in the Bottom no Bolts in each Butt End through and clenched.

Bilge and Limber Strakes Copper bolted through and clenched. Treenails of High Redpine How Made octagonally

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

Surveyor's Signature

Her Masts, Yards, &c., are in 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.	Wt req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	105	1 1/4		15		Bowers		27 1/4		21	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	105	1 1/4				(State Machine where Tested, and name of Superintendent).		22			
	Fore Topmast Stay Sails,	Hempen Stream Cable	120	7				Stream		7			
	Main Sails,	Hawser	120	5 3/4				Kedges		3 1/2			
	Main Top Sails,	Towlines	120	4 1/4									
	and good quality.	Warp	120	4 1/4									
		All of good quality											

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

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

by floor.

Cargo Hatchways.—How formed? square State size usually

If of extraordinary size, state how framed and secured? none

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? yes. Main Hatchways.—State size usually

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 upon the patent slip, stripped off all sheathing, so that keel and bottom could be examined, opened timbers and air-circulated scraped bright, and cleared out and inside including waterways.

Opened in topsides by a whole stroke all fore and aft on each side including bow and buttock, also in Hold above and below Bilges;—found four in Hold above and four in Hold below; Bilges and ceiling-planks bad, also some top timbers; tested metal bolts found some broken.

Removed and renewed all streamers & metal bolts, almost all the bolts of the Hold, beam knees, Deck beam knees, chain & preventer bolts.

Removed and renewed inside in Hold, before the fore mast 4 floors 11 ft 6 in on port side 16 feet on starboard side 15 feet on starboard side; further 4 strokes of Bilges 5 ft 10 in 15 ft 10 in all fore and aft on each side; one stroke above and one stroke below Bilges 4 ft 10 in all fore and aft on each side; almost the ceiling in flat and a great deal of ceiling above Bilges on each side.

Placed four in Hold 4 pointers, twin length 19 ft 12 in 11 ft 11 in (Oak) fastened to the other with an iron brace 4 ft 7 in and to the Holdbeams with iron braces of 4 ft 3 in three bolted.

Removed and renewed outside; the timbers and planks in and outside of the Stern; on Starboard side 16 top timbers, 50 feet of the upper deck waterway, 4 ft 6 in planks in topsides, 2 ft 6 in wales and 100 ft below wales; on port side 20 ft planks in topsides 130 ft in wales, 100 ft below wales also the planks in bow and buttock.

Removed and renewed 1/4 of the upper deck; also taken out a stroke over the waterway in the between deck on each side, bored waterways, and found beam ends, waterways, the remainder timbers, inside and outside planks, all in a good condition.

Wash pumps and windlass wood lining stripped bare main pieces of windlass found in good order. Ranged cables, found (in ascending order out fit.)

Removed Mizzen mast, fore and mainmast and the top sail yard, overhauled the standing and running rigging.

Caulked the vessel from keel upwards including waterway and deck also the ceiling in hold; sheathed with yellow metal over lead (about 10 ft) wales and sheathing.

We are of opinion this vessel is fit to carry dry & perishable cargoes to and from all parts of the world, and recommend her for registration in the Character A.1 not less than

Present condition of Caulking of Bottom good Deck, good and Waterways good 4 years.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow Metal When last done Nov 1875.

I am of opinion this Vessel should be Classed

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

Travelling Expenses, Special.....£ 14 : 14 : :

(if any) £ 0 : 17 : 6 Certificate..... : 5 : :

Gen Committee's Minute 3rd Feb 1876

Character assigned

Classing

at Committee

A in Risk 5 yrs from 1876

18 July 1876

letter to Surveyor 22/7/76

3/1/76 11/4/76

J. H. Wood

R. H. Wood

