

WOOD SHIP.

MONDAY 7. Feb. 1887

No. 135 Survey held at Delfzijl on the Dutch barque, "Paukine"

Date, first Survey 9th November 1886 Last Survey 29th January 1887 Master P. J. Deisy

Tonnage under Tonnage Deck 529.29
Ditto of Spar Deck, or Avening Deck } 43.27
Ditto of Poop, or Raised Qr. Dk. } 26.30
Ditto of Houses on Deck }
Ditto of Forecastle }
Gross Tonnage 598.66
Crew Space, as per Rule 23.20
Register Tonnage, cut on Beam 575.46
Engine Room }
Register Tonnage, as a Steamer, }
cut on the Beam }

Built at St. John N. B. When built 1864 Launched 1864

By whom built Mourou Owners S. van der Hei

Port belonging to Heveskes (Provinsgring) 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	44	5	31	7	19	5			two
(Depth from limber-strakes to under side of lower deck beam 20 ft 6 inches)									
Scantlings of Timber.									
TIMBER AND SPACE.....	14	15	30	12	12				
Floors	10	12	12	12	12				
1 st Foothooks	10	12	12	12	12				
2 nd Ditto	10	12	12	12	12				
3 rd Ditto	10	12	12	12	12				
Top Timbers	10	12	12	12	12				
Deck { N ^o 23 rd Average space } 11	11	11	11	11	11				
Beams { 2 nd ditto } 11	11	11	11	11	11				
Deck Beams, length amidships ..	29	feet							
Hold { N ^o 23 rd Average space } 11	11	11	11	11	11				
Beams { 4 th ditto } 11	11	11	11	11	11				
Hold Beams, length amidships ..	29	feet							
Keel	14	15	14	14	14				
Scarp of Ditto	8	feet							
Keelsons	15	16	15	15	15				
Scarp of Ditto	9	feet							

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

	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 abaft	1 1/2	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2
Scarp of Keel, N ^o 2	1 1/2	1 1/2	1 1/2	Arms of Hooks.....	1	1	1
Keelson Bolts through Keel	1 1/2	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1	1	1 1/2
at each Floor	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors ..	1	1	1 1/2
Bolts thro' Heels of Timbers	1	1	1 1/2	Butt End Bolts.....	1 1/2	1 1/2	1 1/2
against Deadwood	1	1	1 1/2	Short Bolts in Ceiling	1	1	1
Frame Bolts.....	1 1/2	1 1/2	1 1/2	Pintles of the Rudder	3	3	3
				Hold Beam { Waterway ..	1 1/2	1 1/2	1 1/2
				Bolts in { Knees	1 1/2	1 1/2	1 1/2
				Shelf or Clamp	1	1	1
				Deck Beam { Waterway ..	1	1	1
				Bolts in { Knees	1	1	1
				Shelf or Clamp	1	1	1
				Nails or Bolts in Flat of Deck	1 1/2	1 1/2	1 1/2
				Treenails 1 1/2 inches	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2–2 1/2 Inches. The Space between the Top-Timbers is 2 1/2–4 1/2 Inches.

The Floors consist of American red pine

The First Foothooks of American red pine

The Second Foothooks of American red pine

The Third Foothooks and Top Timbers of American red pine

The Main Keelson is American red pine and free from all defects.

The Shifts of the First and Second Foothooks are not less than 4–5 feet

(The Rider Keelson is American red pine)

N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of red pine ditto.

The rest of the Shifts of the Frame are varying

Deadwood, of American red pine and ditto.

The Frame is squared from First Foothook Heads upwards,

The Stem, and Stern Post of American red pine ditto.

and free from sap, and from thence downwards, the frame is

The Deck and Hold Beams of American red pine

The top Frames are well bolted together to the Gunwale.

Breasthooks of American red pine Knees of lodging knees of red pine

N.B. If not, state how bolted

The Main piece of Rudder of American red pine Windlass of Iron

The Butts of the Timbers are well close together; their thickness not

(The Keel of American red pine)

less than square butted of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Beach

From the above named height to the Wales American red pine

The Wales and Black-strakes American red pine

The Topsides & Sheer-strakes American red pine

The Spirketting and Plank-sheers American red pine

The Water-ways { Upper Deck } American red pine

The Decks Baltic pine State of good

The Shifts of the Planking are not less than varying 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 generally three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are American red pine

Shelf Pieces and Clamps American red pine

Fastenings.—To Hold Beams with iron hanging kneeriders to all beam ends of 3 1/2 inch size at the throat extending from the beam ends on the floor heads, — 4 bolts to beams and 12 bolts to ceiling, through and clenched.

Deck Beams with American red pine lodging knees to all beam ends, 4 bolts to beams and 6 bolts to ceiling, and with 2 1/2 x 3 1/2 inches (at the throat) hanging (iron) knees to all beam ends, 4 bolts to beams and 4 bolts to ceiling, through and clenched.

Number of Breasthooks four Pointers four Crutches one

Butt End Bolts are of yellow metal in the Bottom. Two Bolts in each Butt End well through and clenched.

Bilge and Limber Strakes yellow metal bolted through and clenched. Treenails of American red pine How Made planed

Thickstuff over Double Floors yellow metal bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given.

Surveyor's Signature J. P. Hazenbush

Surveyor to Lloyd's Register of British and Foreign Shipping.

Builder's Signature J. P. Hazenbush

CABLES, &c.		Fathoms.	Inches.	Tens. per Certificate.	Inches per Rule.	Machine where Tested & Supplied.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Supplied.
Chain	.....	120	1 3/4	✓	17/16	750 tons scale	Bower Anch'rs	.....	1	20 cwt	✓	18 cwt	750 tons scale
Fore Sails,	.....	120	1 3/4	✓			(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	.....	1	19 cwt	✓	18 cwt	
Fore Top Sails,	.....	60	1 1/2	✓	13/16			.....	1	16 cwt	✓	18 cwt	
Fore Topmast Stay Sails,	.....						Stream	.....	1	6 1/2 cwt	✓	6 1/2 cwt	
Main Sails,	.....	75	10		9 1/2		Kedge	.....	1	4 cwt	✓	3 1/2 cwt	
Main Top Sails,	.....	90	7		7		Ditto	.....	1	1 1/2 cwt	✓	1 1/2 cwt	
Warp	.....	30	4		4								
Warp	.....	240	3		3								

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

Her Standing and Running Rigging good sufficient in size and good in quality. She has One Long Boat and one slop - good

The present state of the Windlass is good Capstan good and Rudder good Pumps 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?
bulwark ports amidships

Cargo Hatchways.—How formed? usually State size ordinary

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

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

Order for Special Survey, No.	DATE OF SURVEYS	1st. When the Frame is completed
Date	held while building, as per Section	2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	35.	3rd. When completed, and before the plank be painted or payed
Date		
No.	in Builder's Yard.	

General Remarks. Repairs now done in conformity with the rules Sect. 52 & 60 for skinned, (second survey) viz: Flowed the vessel down, both sides keel out. Stripped the yellow metal sheathing off the bottom and elsewhere. Scraped or rubbed the outside planking bright. Cleaned the hold, lumber and air courses. Ascertained the condition of the frame timbers by the removal of trenails in the topsides, fore and aft, and by the removal of two planks on each side, as prescribed, found timbers in good condition. — In addition removed a plank in each bow and buttock, found timbers sound. Drove out trenails from every alternate frame and from various other parts, as prescribed, found the trenails, frame timbers and planking in a very satisfactory condition. Drove out iron bolts, as prescribed, found in a satisfactory condition. Examined middle line works, found in good condition. Cut out listings, as prescribed, of the ceiling in the range of floor heads or bilges, at futtock heads and between decks, on each side, found timbers hard. — Ascertained the condition of the upper deck beams ends by taking out a stake of deck next the waterways on each side, found the beams hard, — ascertained the condition of the lower deck beams ends by being, found them hard. — Lifted windlass and stripped linings, found main piece hard. — Ranged cables and examined the remaining articles of the rules, found good. — Replaced the removed materials efficiently, as prescribed. — Replaced some deck planks with Baltic pine, the remainder being in good condition. — Caulked the vessel entirely outside and the deck where required. — Resheathed her with yellow metal on felt from keel to about loadwater mark. — This vessel is proper deckhouses for accommodation of the crew and she is straight in sheer. — We consider her fit for the safe conveyance of dry and perishable cargoes to and from all ports. —

Present condition of Caulking of Bottom Caulked Deck, Caulked now and Waterways Caulked now.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled yellow metal on felt When last done now

What of opinion this Vessel should be Classed A 1 in red 5 years

The Amount of the Entry Fee £ 3 : — : received by me, }
Special £ 7 : 7 : 187 }
Certificate — : 5 : }

Travelling Expenses, if any, £ 0.10

Committee's Minute TUESDAY 3 FEB 1887 18

Character assigned A 1 in red
S.S. 37-5 years 4.8.11.187

It is submitted that this vessel appears worthy the favorable consideration of the Committee to be classed A 1 in Red for 5 years as recommended. (The anchors and chains have not been tested.)

J. B. P. H. H. H. H.
Surveyor to Lloyd's Register of British and Foreign Shipping.