

## COMPOSITE SHIP.

No. 40 Survey held at Amsterdam Date January 1871  
 on the Barque Anna Elisabeth Master M. J. Krasen  
 Tonnage under tonnage deck 697 Built at Amsterdam When built 1870 & 71 Launched 23 Sept. 70  
 Ditto of quarter deck By whom built H. H. Meursing Owners H. & A. H. Meursing  
 to of poop, forecabin, or other erections on upper deck Port belonging to Amsterdam Destined Voyage Java  
 to of spar deck If Surveyed while Building, Afloat, or in Dry Dock white building  
 to of engine room  
 less tonnage, less  
 net space  
 at Register tonnage,  
 & cut on beam

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	N <sup>o</sup> . of Decks
Length aloft	<u>180</u>	Extreme Breadth	<u>54</u>	Depth from top of Upper Deck Beam to top of Floor	<u>17</u>	Power of Engines	<u>none</u>
Dimensions of Ship per Register, length breadth depth				Outside Plank and Plating			
Siding and moulding				Garboard Strakes, thickness	<u>1 1/2</u>	Inches in Ship.	Inches required by Rule.
plate, breadth and thickness				Garboard to Topsides ditto	<u>1 1/2</u>	<u>5 1/2 x 4 1/2</u>	<u>5 1/2</u>
Siding and moulding				Topsides ditto	<u>1 1/2</u>	<u>4 1/2 x 3 1/2</u>	<u>4 1/2</u>
deadwood plate, breadth and thickness				Sheerstrakes ditto	<u>1 1/2</u>		
n-post, siding and moulding				Planksheers ditto	<u>1 1/2</u>		
deadwood plate, breadth and thickness				Water-Upper Deck			
tance of Frames from moulding edge to				Ways (Lower Deck			
moulding edge, all fore and aft				Iron Sheerstrake, breadth and thickness	<u>1 1/2</u>	Inches in Ship.	Inches required by Rule.
mes, Size of Angle Iron, single or double				„ Bilge Plate ditto ditto	<u>1 1/2</u>	<u>5 1/2</u>	<u>5 1/2</u>
„ Reversed Iron, 4 to every frame				Diagonal Plates on Frames	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
ors, depth and thickness of Floor Plate at				Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Mid line				Angle Iron on ditto	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Ditto ditto at Bilge Keelson				Fore and aft Tie Plates on Upper Deck Beams, outside Hatchways	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Size of Reversed Angle Iron, and				Diagonal Tie Plates on ditto	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
N <sup>o</sup> . one at top of Floor Plate				Flat of Upper Deck, thickness	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
If of Wood, siding & moulding, at Mid. line				Ceiling betwixt Decks, thickness	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
ms, Deck (N <sup>o</sup> . 46) double Angle Iron,				„ in Hold, thickness	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Plate, Tee, or Bulb Iron				Clamps or Spirketting ditto	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
„ double or single Angle Iron,				Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
on the top edge				Fore and aft Tie Plates outside Hatchways, on Hold or Lower Deck Beams	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
„ average space between				Stringers in Hold, or post-rivets, ditto	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Hold, or Lower Deck (N <sup>o</sup> . 44)				State if all Butts of the foregoing are shifted properly from each other	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
double Angle, Tee, Plate, or Bulb Iron				Flat of Lower Deck, thickness	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
„ double or single Angle Iron				Diameter of Hold Pillars	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
on the top edge				Main piece of Rudder, diameter at head	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
„ average space between				(Can the Rudder be unshipped afloat Yes.)	<u>1 1/2</u>	<u>1 1/2</u>	<u>1 1/2</u>
Keelson, single or double plate, box, or intercostal							
Size of Plates on each side							
Size of Angle Irons							
If of Wood, siding and moulding							
Side, single or double, plate, box, or intercostal							
Bilge (N <sup>o</sup> . one) at each Bilge,							
single, or double, plate or box							

Keel consists of Beech The Stem of Cent. white Oak Stern Post of Cent. white Oak Apron of Teak  
 Inner Stern Post of Teak Deadwood of Moord Knight-heads, and Hawse Timbers  
 Floors of Plate extending up at Wood Frames and Ceiling upon them of Royal Pine  
 Beams of Bulb and 4 1/2 inch angle iron and Keelsons of Plate and 4 1/2 inch angle iron and are well free from all defects.

Planking Outside.—From the Keel to the Height of one-fifth the depth of Hold as per Table I of Royal Pine.  
 Ditto ditto from Keel to the Height of two-fifths the depth of Hold ditto  
 Ditto ditto from two-fifths the depth of Hold to Gunwale of Plate  
 Upper Deck Waterway Plate Spirketting none Planksheer none and Roughtree Timbers none  
 Main Piece of Rudder of Cent. white Oak Windlass of Teak and Pall Bitt of Cent. white Oak  
 Decks of Royal Pine State of Good How fastened to Beams by screw bolts from the upper side, with nuts at the under side, and by single screws from the lower side.  
 The Shifts of the Planking are not less than 4 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 two and three between, and without step-buttting.

Planking Inside.—The Limber-strakes and Bilge-strakes are of Royal Pine.  
 The Ceiling, Lower Hold, and between Decks of Royal Pine Shelf pieces and Clamps none.  
 Straps of Keel Plates, Keelsons, Stringer and Tie Plates, of every description, are they of proper dimensions, and Rivetted in accordance with the Rules? Yes. State where triple double single rivetting exists. form  
 Planksheer, how secured to the plating of the sides? Explain by sketch  
 Waterway „ „ planksheer and to the Beams? if necessary.  
 Deck Beams, how secured to the side? by iron brackets 2 1/2 x 2 1/2 inches, 1 1/2, 1 1/2 & 1 1/2 lbs.  
 Hold or Lower Deck Beams ditto? ditto ditto  
 General Quality of Workmanship Good No. of breasthooks three crutches three.  
 What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, Rivets, &c.? Best and 4 1/2 inch Best

Manufacturer's name or trade mark L. & W. B. Walker, J. W.

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

Builder's Signature

Surveyor's Signature



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Lloyd's Register Foundation



Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron, and Rivets.

	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
Deadwood forward and aft ..	1 1/4	1 1/4	1 1/4	Transoms and throats of Hooks				Pintles of the Rudder .....			
Scarp of Keel, N° ..	1 1/2	1 1/2	1 1/2	Arms of Hooks .....				Hold Beam { Waterway ....			
Keelson Bolts through Keel at each Floor .....				Thro' Frames and Planking....				Bolts in { Knees .....			
Bolts through Iron Keel Plate and Wood Keel .....	1 1/4	1 1/4	1 1/4	Butt End Bolts ..	1/4	1/4	1/4	Deck Beam { Waterway ....			
Garboard Bolts Athwartship..	3/4	3/4	3/4	Rivets .....	1/2	1/2	1/2	Bolts in { Knees .....			
								Shelf or Clamp			
								Nails or Bolts in Flat of Deck			

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit. Main mast 44 ft., Fore mast 42 ft., each 25 1/2 in. diameter. Mizzen mast 40 ft., and Bowsprit of Rigid Pine, each 20 inches diameter.  
 The plates used for the masts are 6 ft. long and 1/4 of an inch thick, the horizontal bolts are connected by straps and tails rivetted, and the vertical joints of the masts are bolted. The caps extend from the lower deck up to the top. The lower yards are of best plate iron, and of the same construction, 16 ft. plate, and strengthened with a cap of 1/4 of the length.

N°.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chains <u>Totted at Sunders</u>	90	1 1/16	47.10	1 1/16	47 1/2	Bowers .....	1	26		23 1/2	
2	Fore Top Sails, <u>upper</u>	<u>land, 4, 14 &amp; 15 Decks 70</u>	90	1 1/16	43.75	1 1/16	44		1	25 1/2		23 1/2	
2	Fore Topmast Stay Sails, <u>lower</u>	<u>under the upper masts</u>	90	1 1/16	37.5	1 1/16	37 1/2		1	23		23	
2	Main Sails,	<u>Hempen Stream Cable..</u>	90	1 1/16		1 1/16		Stream .....	1	10 1/2		10	
2	Main Top Sails, <u>upper</u>	Hawser .....	240	1 1/2		1 1/2		Kedges .....	1	8 1/2		8 1/2	
2	Main Top Sails, <u>lower</u>	Towlines .....	240	1 1/2		1 1/2			1	2 1/2		2 1/2	
and	<u>fourth sufficient</u>	Warp .....											
		All of <u>good</u> quality.											

Her Standing and Running Rigging of Wire and Hemp 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 of iron good

- Order for Special Survey No. \_\_\_\_\_ DATES of \_\_\_\_\_  
 Date \_\_\_\_\_ Surveys held \_\_\_\_\_  
 Order for Ordinary Survey No. \_\_\_\_\_ while building \_\_\_\_\_  
 Date July 1869
- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated July 1869
  - 2nd. Of the frame before it is painted, strapped, or plated January 1870
  - 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking July 70
  - 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined September 1870
  - 5th. When the vessel is caulked and completed October to December 1870
  - 6th. When the vessel is launched and equipped 23 September 1870 to February 1871

State if she has a Spar Deck No, Poop No, Forecastle No, or raised Quarter Deck No.

**General Remarks,** The vessel is built throughout with iron frames in one length from the keel up to the upper deck beam stringer plates, wholly plated and planked, and planked from the keel up to the lower watermarks, whilst the planking is fastened by two hard wood trenails to each frame, and by two such trenails between the spaces to the plates, the said trenails being driven in from the inside, and secured (vertically) outside, besides, the said planking is fastened with 1/4 metal bolts (screw and nut) at the buttends.

The two upper strakes of the outside planking are protected by prime sheathing, 1/4 in. fastened, and the upper part by an angle iron, fastened to the sides and the planks.

The vessel has one watertight Bulkhead from the keel up to the lower deck beams fore and aft, about seven ft. from each end.

She has an ordinary, a flush deck, is round in her bottom, pretty sharp fore and aft, and has two houses on her deck for cabin and crew.

Altho' no testing certificates of the anchors have been produced, they are as good as new and unobjectionable.

The improvements, recommended by Mr. R. Weymouth, who inspected this vessel here, have been executed.

The vessel is now in good order and condition, and in my opinion, fit to carry dry and perishable goods to and from all parts of the world.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside by cementing and painting

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

If Sheathed, Doubled, Felted, or Coppered 1/4 Metal on tarred paper When last done October 1870.

I am of opinion this Vessel should be Classed A1 3 Years, Capt. BS.

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

Special .....£ 20 : - : -

Certificate ....£ - : - : -

Committee's Minute 10<sup>th</sup> January 1871

Character assigned A1 for 3 Years Capt. BS

Iron frame plated & planked