

No. 196 Survey held at Amsterdam Date, first Survey Septbr Last Survey October 1874
 on the Schooner "Sympathie" Master P. J. Boer
 Tonnage under Tonnage Deck 190
 Ditto of Spar Deck, or Avoing Deck
 Ditto of Poop, or Raised Qr. Dk. only for cabin
 Ditto of Houses on Deck for the crew
 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 Amsterdam When built 1864 Launched
 By whom built Blok & Co. Owners Corver & Co
 Port belonging to Amsterdam Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock afloat and in dry dock

Length as per section 39.....	Feet. 107	Inches. 2	Extreme Breadth Outside	Feet. 24	Inches. 2	Depth of Hold	Feet. 12	Inches. 2	Number of Decks <u>one</u>
Length of Keel	96								
Scantlings of Timber.									
TIMBER AND SPACE	22			21		Outside Plank.			
Floors	8 1/2	12	10	8 1/4	8 1/4	Garboard Strakes...	3	2 1/4	Dimensions of Ship per Register, length breadth depth
1 st Foothooks	8 1/2	7	7	7 1/4	7 1/4	Garboard to Bilge ..	3	2 1/4	
2 nd Ditto	8	7	7	7 1/4	7 1/4	Bilge Planks	3	2 1/4	Inside Plank.
3 rd Ditto	8	6	5	6 1/2	6 1/2	Bilge to Wales	3	2 1/4	
Top Timbers						Wales	4	4 1/4	Limber Strakes none
Deck { N ^o 14 Average Space } 2 1/2 ft						Topsides	3	3 1/4	
Beams { N ^o 14 Average Space } 2 1/2 ft						Sheer Strakes	4	3 1/4	Ceiling in Flat
Deck Beams, length amidships 22 1/2	11	8	8	8	6 1/4	Plank Sheers	3	2 1/4	Ditto Bilge to Clamp 2 1/2 x 4 1/2
Hold { N ^o 14 Average Space } none						Water { Upper Deck	5	5	Hold Beam Clamps.. none
Hold Beams, length amidships						Ways { Lower Deck			Deck Beam Ditto .. 5 3/4
Keel	12	13	13	10 1/4	10 1/4	Ditto, faying surface against Timbers ...	5		Ceiling 'twixt Decks ..
Scarp of Ditto... two	6	6	6	4 1/2	4 1/2	Upper Deck	3	3	Hold Beam Shelves .. none
Keelsons	12 1/2	12 1/2	12 1/2	11 1/4	11 1/4				Deck Beam Ditto....
Scarp of Ditto... two	6	6	6	5 1/2	5 1/2				

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/4 Inches. The Space between the Top-Timbers is 3 1/4 Inches.

The Floors consist of Continental white oak The First Foothooks of Continental white oak

The Second Foothooks of Cont. white oak The Third Foothooks and Top Timbers of Cont. white oak

The Main Keelson is C. W. Oak and well free from all defects.

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

Deadwood, of C. W. Oak and ditto.

The Stem, and Stern Post of Cont. white oak ditto.

The Deck and Hold Beams of Cont. white oak

The Breasthooks of Oak

The Knees of Iron The Keel of C. W. Oak

The Main piece of Rudder of Oak of Windlass of Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is of Continental white oak
 -or- to the First Foothook Heads }

From the above named Height to the Light Water Mark of Continental white oak

From the Light Water Mark to the Wales of Continental white oak

The Wales and Black-strakes of C. W. Oak The Topsides & Sheer-strakes of Cont. white oak

The Spiketting and Plank-sheers of C. W. Oak The Water-ways { Upper Deck of C. W. Oak

The Decks Riga Pine State of Good Lower Deck none

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 two & three between, and without step-butt.

Planking Inside.—The Limber-strakes and Bilge-strakes are of Continental white oak

The Ceiling, Lower Hold, and between Decks of C. W. Oak Shelf Pieces and Clamps of Cont. white oak

Fastenings.—To Hold Beams. The fastenings in the vessel from keel up to the top

side are, besides the treenails, of copper and yellow metal, and upwards

of iron.

Deck Beams are fastened with a hanging knee to each beam end; six pairs of

hangers are also introduced between the fore and main masts—fastened

with copper this bolts.

Number of Breasthooks three Pointers none Crutches 2 of iron

Butt End Bolts are of y. metal in the Bottom. 2 Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes y. metal bolted through and clenched. Treenails of Riga Pine How Made clayed and planed

Thickstuff over Double Floors none bolted through and clenched. General Quality of Workmanship very good

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

No. Builder's Signature R. L. Schaepe Surveyor's Signature D. D. Bouchard

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.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	120	1		1		Bowers	1	9		7 1/2	
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).	1	7 3/4			
2	Fore Topmast Stay Sails,	Hempen Stream Cable	120	6		6		Dates of Certificates		Incl. St.			
2	Main Sails,	Hawser	120	4		4		Stream	1	4		2 3/4	
	Main Top Sails,	Towlines	75	3					1	1 1/2		1 1/4	
	and full suff.	Warp						Kedges	1	3/4			
		All of <u>good</u> quality											

Her Standing and Running Rigging of hemp sufficient in size and good in quality. She has one Long Boat and one other.

The present state of the Windlass is good Capstan good and Rudder good 2 Pumps good of wood-
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?
two ports in the bulwarks

Cargo Hatchways.—How formed? as usual. State size fore hatchway 4 1/2 x 4 ft
coamings 11 x 4 1/2 in.

If of extraordinary size, state how framed and secured? ordinary size

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? Good. Main Hatchways.—State size 9 x 6 ft
coamings 11 x 5 inches

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed
Date	held while build-	2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the
Date	35.	plank be painted or payed

General Remarks. Examination as per Rule, Section 54—Survey N^o 2.

Stripped the metal sheathing, dubbed and scraped the vessel bright from keel up to and including the plank-sheers and waterways. — Opened the timbers and air courses.

Exposed the timbers by removing two planks in the topsides on each side, a short plank in the buttocks and one in each bow.

Drove out trenails and bolts where required.

Cut listings in the range of the floorheads from fore to aft on both sides and took out the deckplanks next the waterways.

Unshipped the rudder, stripped the windlafs, lifted the pumps, ranged the cables and cleared the water courses.

Examined the deckbeams, fastenings, &c, &c, and found everything in good order, except some stent timbers.

Renewed 20 timbers in the run aloft and the inside— and some of the outside planks there— sufficiently scarfed— the caulking, the metal sheathing and what was found necessary.

The vessel has a round bottom and is pretty sharp fore and aft.

She is now in good order and condition and fit to carry dry and perishable goods to and from all parts of the world.

As she is copperfastened up to 15 below the upper deck and satted while building, we beg to suggest that she may be considered as a 9 years ship, and to be continued accordingly.

R. L. Schuap.

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yell on T. P. When last done October 1874

I am of opinion this Vessel should be Classed A. 1. 6 yes from 1873. R. Q. D. 23 ft.

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

Travelling Expenses, Special.....£ 3 : 3 : - :

(if any) £ None Certificate.... - : 2 : 6 :

Committee's Minute 20th October 1874

Character assigned G A 1

written to the committee
on 20/10/74

D. H. Boncheret.
This vessel appears to be
clipped to the class G A 1
and to be fasted A 1 from
beginning from 73 as in
committee's P. M. 19/10/74