

No. 293 Survey held at Amsterdam Date, first Survey Nov. 6. 1876 Last Survey January 1877
 on the Professor van der Boon Mesch Master H. T. Schneider
 Tonnage under Tonnage Deck 651.03 Built at Amsterdam When built 1864 Launched 1866
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck 11.06 By whom built Messing & Huggens Owners Huggens & Hardenberg
 Ditto of Forecastle 662.09 Port belonging to Amsterdam Destined Voyage Java
 Gross Tonnage 29.92 Register Tonnage, cut on Beam 632.17
 Engine Room
 Register Tonnage, as a Steamer, cut on the Beam

Length as per section 89....	137	Feet.	6	Inches.	Extreme Breadth Outside	34	Feet.	21	Inches.	6	Number of Decks	two
Length of Keel	132	Feet.										
Scantlings of Timber.												
TIMBER AND SPACE	25				31							
Floors	11	17	13	13 1/2	13 1/2							
1st Foothooks	11	12	11	11 3/4	11 3/4							
2nd Ditto	9 1/2	10	9	10 3/4	10							
3rd Ditto	9	7	6 1/4	9 3/4	8	6 1/4						
Top Timbers												
Deck No 30 Average space	4 1/4	feet			4 1/2	feet						
Beams No 30 Average space	9 1/2	feet			7 1/2	feet						
Deck Beams, length amidships	3 1/2	feet			3 1/2	feet						
Hold No 27 Average space	4 1/4	feet			4 1/2	feet						
Beams No 27 Average space	9	feet			7 1/2	feet						
Deck Beams, length amidships	13	feet			14 1/2	feet						
Keel between the side plates	6 1/2	feet			6	feet						
Scarp of Ditto	15	feet			15 1/2	feet						
Keelsons and Ribs	7	feet			6	feet						
Scarp of Ditto												

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 7/16		1 7/16	Transoms and throats of Hooks	1 1/4		1 1/4	Hold Beam			
Scarp of Keel, N°.	1 1/16		1 1/16	Arms of Hooks	1		1	Bolts in			
Keelson Bolts through Keel at each Floor	1 1/16		1 1/16	Thro' Bilge and Limber Strakes	3/4		3/4	Deck Beam			
Bolts thro' Heels of Timbers against Deadwood	1 1/4		1 1/4	Thickstuff over Double Floors				Bolts in			
Frame Bolts	1		1	Butt End Bolts	3/4		3/4	Gerow			
				Short Bolts in Ceiling				Nails or Bolts in Flat of Deck			
				Pintles of the Rudder	5		5	Treenails 1 1/4 Inches			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 3/8 Inches. The Space between the Top-Timbers is 2 3/4 Inches.

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

The Second Foothooks of Cont. white oak Salted The Third Foothooks and Top Timbers of C. W. Oak Salted

The Main Keelson is of Pitch Pine and will free from all defects. The Shifts of the First and Second Foothooks are not less than 5 feet

The Transoms, Knightheads, Hawse Timbers, & Aprons of Oak ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of Cont. white oak and salted ditto. The rest of the Shifts of the Frame are 5 and 6 feet

The Stem, and Stern Post of Cont. white oak ditto. N.B. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of Bull and d'ble Iron and will free from sap, and from thence downwards, the frame is guaranteed

The Breasthooks of Oak and Iron The Frames are all bolted together to the Gunwale.

The Knees of Iron The Keel of C. W. Oak N.B. If not, state how bolted

The Main piece of Rudder of Oak of Windlass of Oak The Butts of the Timbers are all close together; their thickness not

less than those of the entire moulding at that place.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is of Cont. white oak

or to the First Foothook Heads } N.B. If less than prescribed by the Rule, state whether general or

From the above named Height to the Light Water Mark of Continental white oak Salted partial, and if partial, in what part of the Ship.

From the Light Water Mark to the Wales of Continental white oak Salted The Planking is wrought two and three between, and without step-butt.

The Wales and Black-strakes of Cont. white oak The Topsides & Sheer-strakes of Pitch Pine

The Spirketting and Plank-sheers of Cont. white oak The Water-ways { Upper Deck of C. W. Oak

The Decks of Riga Pine State of Good Lower Deck ditto

The Shifts of the Planking are not less than 2 Feet 6 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-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 Iron and Oak

Fastenings.—To Hold Beams one hanging knee to each beam end, the arm of which

2 1/2 ft is riveted to the beam and the side arm 4 1/2 ft is fastened

with through bolts, set up with screw and nut inside.

Deck Beams are fastened with iron knee-plates 26 x 26 x 7/8 to the beams

and to the sides, by angle irons 3 x 3 x 7/8, riveted to the side-plates.

The stringer plates are riveted to the beams and fastened to the sides with

angle irons 3 x 3 x 7/8.

Number of Breasthooks Three Pointers 2 fore and 2 aft Crutches Two of oak

Butt End Bolts are of Yell. metal in the Bottom. Two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Yell. metal bolted through and clenched. Treenails of Hard wood How Made Turned

Thickstuff over Double Floors None 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 Messing & Huggens Surveyor's Signature W. D. Bouhuys

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't req'd per Rule.	Test req'd per Rule.
N ^o .													
2	Fore Sails,	Chain	105	1 1/4	240	18 1/16		Bowers	1	27		21	
		(State Machine where Tested, and name of Superintendent).	105	1 1/4		17 1/2			1	26		23	
4	Fore Top Sails,		105	1 1/4				(State Machine where Tested, and name of Superintendent).	1	22 1/2			
2	Fore Topmast Stay Sails,	Cable	120	8		9 1/2				Incl'd			
		Hawser	120	6		7		Stream	1	12		10	
2	Main Sails,	Towlines											
4	Main Top Sails,	Warp	120	4		4			1	5		5	
and	Fore & Main Sails.	All of good quality						Kedges	1	2 1/2		2 1/2	

The present state of the Windlass is good Capstan good and Rudder good - Pumps, 2 of 1000

Two ports in the bulwarks on each side

If of extraordinary size, state how framed and secured? *The main hatchways are secured with a tie-beam*

Hatches, themselves, whether strong and efficient? Good. Main Hatchways.—State size 13 x 2 feet

3rd. { When completed, and before the }
plank be painted or payed }

P.S. Altho the length of the chain cable is 30 fathoms beneath the figure required by the Rule, this deficiency is to some extent compensated by the superior thickness, viz. $\frac{1}{4}$ inch more than the rule requires. We expect fully by that this circumstance may be considered favorable, and enable to grant the Figure II.

(if any) £ None Certificate.... - : 5 : - :