

J.C.S.L. - P.Q.R. II Reg 19/1/17

No. 293 Survey held at Amsterdam Date, first Survey Novb. 1876 Last Survey January 1877
 on the Bk. Professor van der Boon Meesch' Master F. J. Schneider 293
 Tonnage under Tonnage Deck 651.03
 Ditto of Spar Deck, or Awning Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of House on Deck 11.06
 Ditto of Forecastle
 Gross Tonnage 662.09
 Crew Space, as per Rule 29.92
 Register Tonnage, cut on Beam 632.17
 Engine Room
 Register Tonnage, as a Steamer, cut on the Beam

Built at Amsterdam When built 1864 Launched Nov. 1864

By whom built Munsing & Huygens Owners Huygens & Stenberg
 Residing at the Hague

Port belonging to Amsterdam Destined Voyage Java

If Surveyed while Building, Afloat, or in Dry Dock Afloat and in Dry Dock.

Official Number

Length as per section 39.....	Feet. 137	Inches. 6	Extreme Breadth Outside IN SHIP. Required per Rule.	Feet. 34	Inches. Depth of Hold.....	Feet. 21	Inches. 6	Number of Decks two	
Length of Keel	132		Middle. Ends.	Middle. Ends.		(Depth from limber-strokes to under side of lower dock beam 14 ft 1 in.)			
Scantlings of Timber.									
Timber and Space	25		51			Outside Plank.	INCHES.	Dimensions of Ship per Register,	
Floors	11	17	13	13½ 13½		Garboard Strakes...	In Ship. 4½	Required per Rule. 4	length breadth depth
1 st Foothooks	11	12	11	11½ 11½		Garboard to Bilge ..	3½	4	
2 nd Ditto	9½	10	9	10½ 10		Bilge Planks	4	4	Inside Plank.
3 rd Ditto	9	7	6½	9½ 8		Bilge to Wales	4	4	INCHES.
Top Timbers						Wales	5	5½	Required per Rule.
Deck N° 30 Average space } Beams	4½ feet		4½ feet			Topsides	4	4	Limber Strakes None
Deck Beams, length amidships 30 ft. 6 in. }	3 9½ x 3½		3 1½ x 3½			Ceiling in Flat	3	3½	Bilge Planks 5 4½
Hold N° 27 Average space } Beams	4½ feet		4½ feet			Sheer Strakes	4	4	Ditto Bilge to Clamp 3 5/8 3½
Hold Beams, length amidships 30 ft. between the sides. }	4 9 x 9½		4 1½ x 9½			Plank Sheers	5	4	Hold Beam Clamps.. 2 4½
Keel	13	16	16	14½ 14½		Waters Upper Deck	3 x 13	7	Deck Beam Ditto Iron 36 x 5½
Scarps of Ditto	6½ feet		6 feet			Ways Lower Deck	16 x 10	7	Ceiling 'twixt Decks 3 5/8
Keelsons and Rudder	15	30	30	15½ 15½		Stringer Plates			Hold Beam Shelves .. None
Scarps of Ditto	1 foot		6 feet			Upper Deck ..	3½	3½	Deck Beam 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	1½		Transoms and throats of Hooks	1½	1½	1½	Waterway ..	1½ 1½
Scarps of Keel, N°.	1½		Arms of Hooks	1	1	1	Knees	1½ 1½
Keelson Bolts through Keel at each Floor	1½		Thro' Bilge and Limber Strakes	½		1½	Shelfor Clamp	1½ 1½
*Bolts thro' Heels of Timbers against Deadwood	½		Thickstuff over Double Floors ..			Deck Beam	Waterway ..	1½ 1½
Frame Bolts	1		Butt End Bolts	½	½	Bolts in	Kneef. Plates	1½ 1½
			Short Bolts in Ceiling				Screw Plates.	
			Pintles of the Rudder	3	1		Nails or Bolts in Flat of Deck ..	½ ½
							Treenails 1½. Inches	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 3/8 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. Salted.

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

The Main Keelson is of Pitch Pine and well 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 Stem, and Stern Post of Cont. white oak ditto. N.B. When less than prescribed by the Rule, state how many.

The Deck and Hold Beams of Bull and 6 in. Tie Iron.

The Breasthooks of Oak and Iron.

The Knees of Iron The Keel of C. H. 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 to the First Foothook Heads the Plank is of Cont. white oak

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

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

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

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

The Decks of Pine State of Good Lower Deck all

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-butting.

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

The Ceiling, Lower Hold, and between Decks of C. H. 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 7½ - to the beams

and to the sides, by angle irons 3 x 3 + 7½, riveted to the side plates.

The stringer plates are riveted to the beams and fastened to the sides with angle irons 3 x 3 + 7½.

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

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

Bilge and Limber Strakes of Metal bolted through and clenched.

Thickstuff over Double Floors None bolted through and clenched.

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

Builder's Signature *Munsing & Huygens*

Surveyor's Signature

H. D. Bouker S.

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

No.	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.	Wt req'd per Rule.	Testreq'd per Rule.
2	Fore Sails,	Chain	105	174	340	1816		Bowers	1	27		21	
4	Fore Top Sails, <i>up to low.</i>	(State Machine where Tested, and name of Superintendent).	105	174		172		(State Machine where Tested, and name of Superinten- dent).	1	26		23	
2	Fore Topmast Stay Sails,	Hempen Stream Cable	105	174				Stream	1	22½			
2	Main Sails,	Hawser	120	6		9½		Ind St		12		10	
4	Main Top Sails, <i>and full top.</i>	Towlines	120	4		7		Kedges	1	5		5	5
		Warp	120	4		4				2½		2½	2½
		All of gd quality											

Her Standing and Running Rigging is 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 all of steel.

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 on each side.

Cargo Hatchways.—How formed? as usual. State size Top hatchway, 4 ft squared

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

What arrangement for shifting beams? The Tie-beams can only be shifted.

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

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.

Order for Ordinary Survey,

No. Date

3rd. { When completed, and before the

plank be painted or payed }

General Remarks. Examination as per Rules, Sect. 54. Surv. No 2. —

Now done — Stripped the metal sheathing, dubbed and scraped the vessel
bright from keel up to and including the plankshears and waterways.

Opened the timbers and air courses.

Drove out timbers and bolts where required.

Removed the outside planking from the plankshears
down to the blackstrakes all fore and aft, a plank in each but
tock and the deckplanks next the waterways.

Cut listings in the ceiling at the upperpart of the bilges
from stem to stern for examination of the timbers there.

Renewed the top timbers, the above mentioned planking,
the gall. bill, the chain and preventer bolts, all the fastenings in the
wales, two planks in the bottom, the lowerpart of the stem and the
fore part of the keel, the bolts in the rudder-braces, the caulking from
keel upwards, the whole bulson and Rider, two planks of the
ceiling in flat, the standing rigging, the main topmast and what
was found necessary.

Unshipped the rudder, the windlass and the pumps;
cangaged the cables and found every thing in good order.

Sixteen pair of diagonal iron plates 4 x 4s have been
inserted inside the frame, extending from gunwale down to the floors,
at the time the vessel was built.

The is full built, has an ordinary sheer, a straight keel
and is now in good order and condition, fit to carry dry and perish-
able goods to and from all parts of the world.

P.S. altho' the length of the chain cables is so fathoms beneath the figure required
by the Rule, this deficiency is to some extent compensated by the superior
thickness, viz. 1/4 inch more than the rule requires. It is respectfully by that this
circumstance may be considered favorable, and enable to qualify the Figure A.

(P.S. Searched)

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Y.M. on T.P. When last done January 1877

I am of opinion this Vessel should be Classed A. 1 - 6 yrs. from Nov 1874, or Recd. 5 yrs., as the

The amount of the Entry Fee..... £ 5 : - : - is received by me, Committee may deem proper.

Travelling Expenses, Special..... £ 5 : 5 : - :

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

D. D. Bouchard

Committee's Minute 26th January 1877. Figure 1 assigned General Comm 1st Feb 1877

Character assigned A - for 9 yrs

Course A - for 6 yrs from Nov 1877 to 1st Feb 1878

Letter to Bureau of Comp. No 26th Jan
Repairs for figure 1 B.M. 1877

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