

No. 265 Survey held at Madagascar Date, first Survey 6 January 1876 Last Survey May 1876
 on the Dutch Ship Westerschelde "Lati Californie" Master R. Rau No. 4/5/16
 Tonnage under Tonnage Deck 1080 Built at Boston When built 1864 Launched 1864
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop, or Raised Qr. Dk. 125 By whom built
 Ditto of Houses on Deck 27 Owners Law & Sons, Decker
 Ditto of Forecastle 1232 Port belonging to Rotterdam Destined Voyage Past Indies
 Gross Tonnage
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Register Tonnage, as a Steamer, }
 cut on the Beam }

Length as per section 89	Feet	Inches	Extreme Breadth Outside	Feet	Inches	Depth of Hold	Feet	Inches	Number of Decks
Length of Keel	200	134		37	6		23	6	Two
Scantlings of Timber.									
TIMBER AND SPACE	29	inches	33 1/2	inches					
Floors	13	15 1/2	13 3/4	15 1/4					
1 st Foothooks	12	12	9 1/2	13 1/2					
2 nd Ditto	10	9 1/2	8 1/2	12 1/2					
3 rd Ditto	11	8 1/4	7	11 1/2					
Top Timbers	10	7	6 3/4	7 1/2					
Deck { N ^o 29 Average } 27 inches	14 1/2	9 1/2	8 1/2	10	10 1/4	8 1/4			
Beams { 26 }	10	5 1/4	5 1/4	4	4	4			
Deck Beams, length amidships	33	feet		4	4	4			
Hold { N ^o 27 Average } 27 inches	14 1/2	14 1/2	12	14	14	11 1/4			
Beams { 25 }	10	6		4	4	4			
Hold Beams, length amidships	34	feet		15 1/4	15 1/4				
Keel	15	2 1/4		15 1/4	15 1/4				
Scarp of Ditto	6 1/2	4		6 1/2	4				
Keelsons	15	2 1/4		15 1/4	15 1/4				
Scarp of Ditto	6 1/2	4		6 1/2	4				

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule	Hold Beam	Waterway ..	Copper or Y.M. in ship.	Iron in ship.	Inches required per Rule
Scarp of Keel, N ^o 8	1 1/8	1 3/8	1 3/8	Arms of Hooks	1 1/8	1 1/8	1 3/8	Bolts in	Knees	1 1/8	1 1/8	1 3/8
Keelson Bolts through Keel	1 1/4	1	1	Thro' Bilge and Limber Strakes	1	1 1/8	1 3/8	Deck Beam	Waterway ..	1 1/4	1	1
at each Floor				Thickstuff over Double Floors				Bolts in	Knees			
Bolts thro' Heels of Timbers	1 1/8	1	1	Butt End Bolts	7/8		1 3/8		Shelf or Clamp			
against Deadwood				Short Bolts in Ceiling				Nails or Bolts in Flat of Deck				
Frame Bolts	3/4			Pintles of the Rudder	3 1/4		3 1/2	Treenails 1 1/4..Inches				1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 7 1/2 Inches. The Space between the Top-Timbers is 4.6 Inches.

The Floors consist of Oak The First Foothooks of Oak

The Second Foothooks of Oak The Third Foothooks and Top Timbers of Oak

The Main Keelson is Oak & pitch pine and well free from all defects. The Shifts of the First and Second Foothooks are not less than 4 1/2 inches

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

Deadwood, of Oak and ditto. The rest of the Shifts of the Frame are to 6 feet

The Stem, and Stern Post of Oak ditto. The Frame is — squared from First Foothook Heads upwards,

The Deck and Hold Beams of pitch Pine & Oak and 4x6 free from sap, and from thence downwards, the frame is square

The Breasthooks of Oak & pitch pine The Frames are — bolted together to the Gunwale.

The Knees of Hackmatack The Keel of 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 — close together; their thickness not

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Am. Oak less than that of the entire moulding at that place.

or to the First Foothook Heads } The Frame is not chocked with — Butt at each end of the chock.

From the above named Height to the Light Water Mark Am. Oak

From the Light Water Mark to the Wales —

The Wales and Black-strakes Oak & pitch pine The Topsides & Sheer-strakes Oak & pitch pine

The Spirketting and Plank-sheers Pitch pine The Water-ways { Upper Deck pitch pine

The Decks pitch pine State of good Lower Deck —

The Shifts of the Planking are not less than 6 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Oak

The Ceiling, Lower Hold, and between Decks Oak Shelf Pieces and Clamps Oak

Fastenings.—To Hold Beams are fastened with two vertical 2 1/2 x 10" and four horizontal wooden knees 18 1/2 x 8"

on each beam through bolted and clenched, one pillar in amidships 11 x 11" and one pillar 8 x 12"

under each beam, upon Bilge on each side, also the keel 3 pillars under a beam of 14 1/2"

Deck Beams are fastened as the Hold beams with a pillar of 9 inches in diameter

Number of Breasthooks 6 Pointers 10 Crutches 4

Butt End Bolts are of Copper in the Bottom one Bolts in each Butt End through and clenched.

Bilge and Limber Strakes — bolted through and clenched. Treenails of Locust How Made turned

Thickstuff over Double Floors — 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

Surveyor's Signature

Her Masts, Yards, &c., are in a 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. Cwts.	Test req'd per Rule.
	Fore Sails,	Chain	145.	1 7/8		1 1/2		Bowers	1	37		22 30	
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	130	1 1/2		1 1/2		(State Machine where Tested, and name of Superintendent).	1	35		22 30	
	Fore Topmast Stay Sails,	Hempen Stream	95	1 1/4		1 1/2		Stream	1	23		25 2	
	Main Sails,	Cable	90	1 1/2		1 1/2		Kedges	1	16		13 12	
	Main Top Sails,	Hawser	50	1 1/4		1 1/2				5		6 1/2 6	
		Towlines	180	1 1/2		1 1/2				5		6 1/2 6	
		Warp	180	1 1/2		1 1/2				5		6 1/2 6	
		All of <u>good</u> quality											

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and one life boat, one small.

The present state of the Windlass is good Capstan good and Rudder good Pumps 4 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?

Cargo Hatchways.—How formed?

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

Main Hatchways.—State size

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.

3rd. When completed, and before the

plank be painted or payed

Order for Ordinary Survey,

No. Date

General Remarks.

Now done. Section 56. Restoration first rule.
This vessel has been placed into the Dry Dock. Stripped off the metal Sheathing so that keel and bottom could be examined.

Scraped bright, and Cleaned out, on inside, opened limbers, and air-cousters,
Opened outside by a whole Strake in topsides from fore to aft including bow, and buttocks
and poop, on both sides, also opened inside above, and below Bilge, from fore to aft.
Drove out trenails and bolts according rules, also the Chain and preventer bolts.
found in Hold opposite the Mizzen mast Several timbers bad, inside, also outside
in top timbers.

Removed a few plankish down-woods 11 Strakes of planks on each side from the fore mast to abaft
the main rigging including plankish, and the planks were the Chain and preventer bolts
pref. to renew on Starboard side 110 top timbers and one beam clamp, and on port side 35 top timbers,
also renewed a plank in the range of the lower deck on each side to examine the iron fastenings
found in good condition.

Removed after a hole the ceiling and bridge-planks on both sides to renew 13 timbers, of 12 & 15 feet in
length on both sides, also renewed the Bilge & Ceiling plank upon a length of 30 ft to 40 ft in
difference; when that was done, then placed a wooden Oak pointer 10 & 13 on each side,
going diagonally from keelson to Hold-beam, over ceiling Bilge and beam Clamp, fastened
by iron knees and Copper through-bolts;

Drove in additional iron middle-line bolts 1 1/4" & 1 1/2" through keelson, floor, and in keel,
also through Stem, Sternpost Copper bolts; trenails and Copper bolts in Bilge, and iron bolts
in & above wales

Removed several plank of decks next the waterways in the between deck, and upper deck;
renewed one hold-beam; bored the upper deck beams;
placed a Sister-waterway 9" x 20" upon the hold-beam and one upon the upper deck
on each side bolted through horizontal and vertical.

Renewed the mainmast by an iron, and the mainpiece of masted, on ship
windlass no linings, bored it and found it sound, ranged cables found sufficient.
Caulked the Vessel from keel upwards including waterway, sheathed with felt & yellow M.
We are of opinion this vessel is fit to carry dry and perishable cargo to and from all
parts of the world and in accordance Section 56 first rules we recommend her for Restoration

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good A. S. 14 yrs.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled T. & Y. M. When last done now done

I am of opinion this Vessel should be Classed

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

Travelling Expenses, Special.....£ 25 : 13 : 4 :

(if any) £ 11 : 11 : 11 : Certificate..... : 5 : 0 :

Committee's Minute 5 May 1876.

Character assigned Restoration

24 June 1876

Signature of P. Pearson
20/5/76

T. B. W. & Co.
Restoration
12/5/76

J. H. W. & Co.
R. H. & Co.

It is submitted, that
this vessel appears eligible
to be classed as recommended
—viz. Restoration A-1 for 4 yrs
from 1876



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