

No. 266 Survey held at Amsterdam Date, first Survey October 45 Last Survey June 21/1876 1876  
 on the Ship President Trakranen Master H. Hoekstra  
 Tonnage under Tonnage Deck 1192.91  
 Ditto of Spar Deck, or Awaiting Deck  
 Ditto of Poop, or Raised Or. Dk.  
 Ditto of Houses on Deck 121.73  
 Ditto of Forecastle  
 Gross Tonnage 1314.69  
 Crew Space, as per Rule 43.64  
 Register Tonnage, cut on Beam 1271.05  
 Engine Room  
 Register Tonnage, as a Steamer, cut on the Beam  
 Built at Newburyport When built 1868 Launched  
 By whom built Currier Owners J. U. H. Reiger & Co  
 Port belonging to Amsterdam Destined Voyage Java  
 If Surveyed while Building, Afloat, or in Dry Dock Afloat and in Dry Dock

Length as per section 39	Foot. 77.9	Inches. 3	Extreme Breadth Outside	Foot. 37	Inches. 5	Depth of Hold	Foot. 23	Inches. 6	Number of Decks	Two
Length of Keel	Foot. 77.3	Inches. 3								
<b>Scantlings of Timber.</b>										
TIMBER AND SPACE	29		33 1/4							
Floors	13	19	14	14 1/4	14 1/4					
1st Foothooks	13	14	13	14 1/4	14 1/4					
2nd Ditto	13	12	11	13	12					
3rd Ditto	12	10	2 1/2	12	10 1/2	2 1/2				
Top Timbers										
Deck { N° 25 Average Space } 6 feet between the thick ones										
Beams										
Deck Beams, length amidships 32 ft.	14	10	10	10	10	3 1/4				
Hold { N° 24 Average Space } 6 feet between the thick ones										
Beams										
Hold Beams, length amidships 32 ft.	14	14	13	13 1/4	13 1/4	11 1/2				
Keel	14	21	21	16 1/4	16 1/4					
Scarp of Ditto	3	and 10 ft	3	feet						
Keelsons and Ribs	39	42	23	17 1/4	17 1/4					
Scarp of Ditto	6	and 7 ft	1	feet						
<b>Outside Plank.</b>										
Garboard Strakes	6	4 1/2								
Garboard to Bilge	4 1/4	4 1/2								
Bilge Planks	4 1/4	4 1/2								
Bilge to Wales	4 1/4	4 1/2								
Wales	6	6 1/4								
Topsides	5	5								
Sheer Strakes	5	5								
Plank Sheers	6	4								
Water { Upper Deck	9 1/2	3								
Ways { Lower Deck	9 1/2	3								
Ditto, faying surface against Timbers	9 1/2									
Upper Deck	3 1/4	4								
<b>Inside Plank.</b>										
Limber Strakes	10 x 16	6 1/4								
Bilge Planks	10	6 1/4								
Ceiling in Flat	4	4								
Ditto Bilge to Clamp	6 x 8	4								
Hold Beam Clamps	7	5 1/2								
Deck Beam Ditto	10	5								
Ceiling 'twixt Decks	5 x 7	3								
Hold Beam Shelves	None									
Deck Beam Ditto	None									

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, & Dead'd abaft	1 1/2		1 1/2	Transoms and throats of Hooks	1 1/4	1 1/4		Hold Beam	Waterway		1 1/4
Scarp of Keel, N° 2	1 1/4		1 1/4	Arms of Hooks	1 1/4	1 1/4		Bolts in	Knees		1 1/4
Keelson Bolts through Keel	1 1/4		1 1/4	Thro' Bilge and Limber Strakes	1	1			Shelfer Clamp		1 1/4
at each Floor				Thickstuff over Double Floors				Deck Beam	Waterway		1 1/4
Bolts thro' Heels of Timbers	Not used			Butt End Bolts	7/8	7/8	1/2	Bolts in	Knees		1 1/4
against Deadwood				Short Bolts in Ceiling					Shelfer Clamp		1 1/4
Frame Bolts	1 1/4		1 1/4	Pintles of the Rudder	3/2	9	3 1/2	Nails or Bolts in Flat of Deck			3
								Treenails 1 1/2 Inches	hard wood		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 x 2 1/2 Inches. The Space between the Top-Timbers is 3 x 4 Inches.

The Floors consist of North American Oak The First Foothooks of North American Oak - salted

The Second Foothooks of N. A. Oak - salted The Third Foothooks and Top Timbers of N. A. 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 4 x 5 ft

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

Deadwood, of not seen and ditto. The rest of the Shifts of the Frame are not seen

The Stem, and Stern Post of N. A. Oak - salted - ditto. The Frame is salted and squared from First Foothook Heads upwards,

The Deck and Hold Beams of Pitch Pine and will free from sap, and from thence downwards, the frame is squared

The Breasthooks of Pitch Pine The Frames are bolted together to the Gunwale.

The Knees of P. Pine & C. Oak The Keel of N. A. 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

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is of Pitch Pine and Oak less than that of the entire moulding at that place, where squared

or to the First Foothook Heads } The Frame is not choiced with square Butt at each end of the choiced

From the above named Height to the Light Water Mark of North American Oak - salted

From the Light Water Mark to the Wales of North American Oak - salted

The Wales and Black-strakes are of N. A. Oak - salted The Topsides & Sheer-strakes of N. A. Oak - salted

The Spirketting and Plank-sheers of Pitch Pine The Water-ways { Upper Deck of Pitch Pine

The Decks of Pine State of Good Lower Deck ditto

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 2 and 3 between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are of Pitch Pine

The Ceiling, Lower Hold, and between Decks of Pitch Pine Shelf Pictes and Clamps of Pitch Pine

**Fastenings.**—To Hold Beams, a hanging and two lodging-knees to each beam end, both of Pitch Pine and C. W. Oak - through bolted

Deck Beams are fastened with a hanging and two lodging-knees of Pitch Pine to each beam end.

Number of Breasthooks Four Pointers 2 fore and 2 aft Crutches Two

Butt End Bolts are of Y Metal in the Bottom Two Bolts in each Butt End one through and clenched.

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

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.

Builder's Signature R. L. Schaap

Surveyor's Signature D. H. Bouchard



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