

No. 219 Survey held at Wexford Date 13th August 1853
on the Rig-Kate Master John Allen
Tonnage Old 250 Built at Wexford When built 1853
By whom built Mr Sparrow Owners Deveraux
Port belonging to Wexford Destined Voyage Trinidad
If Surveyed while Building, Afloat, or in Dry Dock Classed "A"

Length aloft Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber.

Room and Space sided
Floors
1st Foothooks
2nd Ditto
3rd Ditto
Top Timbers
Deck Beams N° Average Space }
Hold Beams N° Average Space }
Keel
Keelsons
Scarp of Ditto

Inches. Inches. Inches. Middle Ends
Moulded
"
"
"
"
"
"
"
"

Thickness of Plank.

Outside.

Keel to Bilge
Bilge Planks
Bilge to Wales
Wales
Short Hoods
Topsides
Sheer Strakes
Plank Sheers
Water-Ways
Upper Deck

Inside.

Limber Strakes
Bilge Planks
Ceiling in Flat
Ditto Bilge to Clamp
Hold Beam Clamps
Deck Beam Ditto
Ceiling 'twixt Decks
Hold Beam Shelves
Deck Beam Ditto

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft
Scarp of Keel N°.
Floor Timber Bolts
Keelson ditto

Copper Inches. Iron Inches.
"
"
"
"

Transoms and throats of Hooks ..
Arms of Hooks
Bolts thro' Bilge & Limber Strakes
Butt End Bolts

Copper Inches. Iron Inches.
"
"
"
"

Lower Pintle of the Rudder
Hold Beam
Deck Beam

Cop per Inches. Iron Inches.
"
"
"
"

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Inches. The Space between the Top-timbers is Inches. The Stem, Stern Post, consist of the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of and are free from all defects. The Floors consist of The First Foothooks of Timber. The Second Foothooks of The Third Foothooks of The Top Timbers of The Shifts of the first and second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is The alternate Frames are bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place. The Frame is chocked with Butt at each end of the chock. The Main Keelson is and free from all defects. The False Keelson is The Deck Beams consist of The Hold Beams of The Knees of

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is From the above named Height to the Light Water Mark From the Light Water Mark to the Wales The Wales and Black-strakes are The Topsides The Sheer-strakes and Plank-sheers The Water-ways The Decks State of The Shifts of the Planking are not less than 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 between

Planking Inside.—The Limber-strakes are the Bilge Planks The Ceiling, Lower Hold, Between Decks Shelf Pieces Clamps

Fastenings.—To Hold Beams Deck Beams Number of Breasthooks Pointers Crutches Butts End Bolts are of in the Bottom, and Bolt in each Butt End through and clenched. Bilge and Limber Strakes bolted through and clenched. Treenails of How Made General Quality of Workmanship

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature Surveyor's Signature

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2-	Fore Sails,	Chain	180 1/4	Bower,	2 12 0 0
1-	Fore Top Sails,	Hempen Stream Cable	80 7		14 0 15
2-	Fore Topmast Stay Sails,	Hawser	75 5	Stream,	1 7 0 14
2-	Main Sails,	Towlines			
2-	Main Top Sails,	Warp	90 3	Kedge,	1 3 0 5
and is well found in		All of	quality.		

Her Standing and Running Rigging Complete & sufficient in size and very good in quality.

She has One Good Long Boat and one Stern Boat

The present state of the Windlass is Patent Capstan Winch Rudder New Pumps two Good pumps

General Remarks—Statement and Date of Repairs.

This vessel's anchors & chains are complete, chains has been
Proved at a tension of ^{25 tons} 25 0 0 of which I have had a certificate,
& is well found in stores of every description, - no expense shared
in giving this vessel any repairs.

If Sheathed, Doubled, Felted, or Coppered Coppered on patent felt When last done now

I am of opinion this Vessel should be Classed A' 9 years

The Amount of the Fee.....£ 2 0 0 is received by me,

Special£ : :

Certificate (if required)£ : 5 : 0 The owner wishes to have the figure added to the Certificate.

Committee's Minute 16th Aug 1853

Character assigned A



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