

No. 341 Survey held at Weselord Date 30th April Rev 8/5/64 31st
 on the Schooner Pro Vim Master
 Tonnage Old 133 - Built at Weselord When built 1861 Launched 30th March
 New 92.30 By whom built Mr Robert Sparrow Owners Mr Robert Sparrow
 Port belonging to Wexford Destined Voyage Liverpool
 If Surveyed while Building, Afloat, or in Dry Dock x 27 February see back of Report

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.			SIDED.			Thickness of Plank.		
TIMBER AND SPACE	20		MOULDED.			OUTSIDE.		
Floors	8 $\frac{1}{2}$		IN Ship.	IN Ship.	Required pr Rule	Garboard Strakes ..	2 $\frac{1}{4}$	
1 st Foothooks	6 $\frac{1}{2}$		Middle.	Ends.	pr Rule	Garboard to Bilge ..	2 $\frac{1}{4}$	
2 nd Ditto	6					Bilge Planks	3 $\frac{1}{2}$	
3 rd Ditto	-					Bilge to Wales	2 $\frac{1}{4}$	
Top Timbers	5 $\frac{1}{2}$					Wales	3 $\frac{1}{2}$	
Deck { N° 14 Average Space } 4 feet	7 $\frac{1}{2}$					Topsides	3 $\frac{1}{2}$	
Beams } Space }						Sheer Strakes	3 $\frac{1}{2}$	
Deck Beams, length amidships	-					Plank Sheers	2 $\frac{1}{2}$	
Hold { N° — Average Space }	-					Water- { Upper Deck	1 $\frac{1}{2}$	
Beams }						Ways { Lower Deck	1 $\frac{1}{2}$	
Hold Beams, length amidships	-					Upper Deck		
Keel	10							
Scarps of Ditto	-							
Keelsons	13							
Scarps of Ditto	-							

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

Copper or Iron Inches in ship.	Inches required per Rule	Copper or Iron Inches in ship.	Inches required per Rule	Copper or Iron Inches in ship.	Inches required per Rule	Copper or Iron Inches in ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft Scarps of Keel	N° 1	1 $\frac{1}{2}$		Transoms and throats of Hooks	1	Waterway	8 $\frac{1}{2}$
Keelson Bolts through Keel at each Floor	1 $\frac{1}{2}$	1 $\frac{1}{2}$		Arms of Hooks	1 $\frac{1}{2}$	Knees	4 $\frac{1}{2}$
Bolts through Heels of Timbers against Deadwood	1 $\frac{1}{2}$			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 $\frac{1}{2}$	Shelf or Clamp	1 $\frac{1}{2}$
				Butt End Bolts	1 $\frac{1}{2}$	Waterway	1 $\frac{1}{2}$
				Pintles of the Rudder	1 $\frac{1}{2}$	Knees	1 $\frac{1}{2}$
						Shelf or Clamp	1 $\frac{1}{2}$
						Nails or Bolts in Flat of Deck	1 $\frac{1}{2}$
						Treenails 1 $\frac{1}{2}$ Inches Turned	Wales

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 $\frac{1}{2}$ Inches. The Space between the Top-Timbers is 3 $\frac{1}{2}$ Inches.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

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

The Shifts of the First and Second Foothooks are not less than 3 $\frac{1}{2}$ feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are very good

The Frame is square squared from the First Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is square

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1 $\frac{1}{2}$ of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is Pitch Pine and quite free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak and are quite free from all defects.

The Deck and Hold Beams consist of English Oak The Breasthooks of English Oak The Knees of Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A} the Plank is Pitch Pine or to the First Foothook Heads

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine

The Wales and Black-strokes are Pitch Pine The Topsides Pitch Pine

The Sheer-strokes and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine

The Decks Yellow Pine State of New The Water-ways { Lower Deck Pitch Pine

The Shifts of the Planking are not less than 8 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, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are Pitch Pine

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

Fastenings.—To Hold Beams _____

Deck Beams one iron hanging line to each beam all bolted & secured 5 pairs of them extending to floor in center of ship with two bolts in floor

Number of Breasthooks 3 iron Pointers 2 pointers Crutches

Butts End Bolts are of iron in the Bottom, and the Bolt in each Butt through and clenched.

Bilge and Limber Strakes iron bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors _____ 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. Sparrow Surveyor's Signature A. D. D.

2021
Lloyd's Register Foundation
WEY1031-0145

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

She has SAILS.

Nº.
2 Fore Sails,
1 Fore Top Sails,
1 Fore Topmast Stay Sails,
1 Main Sails,
1 Main Top Sails,
left 1 and Some Spare Sails

CABLES, &c.

Chain
Hempen Stream Cable
Hawser
Towlines
Warp
All of good quality.

ANCHORS, and their weights.

Nº.	Weight.
1	40-0
1	7-0-0
1	2-8-1
1	1-1-0

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

She has one good Long Boat and fully equipped
The present state of the Windlass is ~~Present~~ Capstan ~~lively~~ Rudder Pump ~~Door~~

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. { 1st. When the Frame is completed 20th March 1860
2nd. When the Beams are put in, &c. 15th November 1860
3rd. { When completed, and before the plank be painted or payed } 15th February 1861

The Frame of this vessel I have run over is of sound timber well wrought & sheathed - Quality of caulking is also good - Thought out very well wrought & sheathed - Free of sap - or rot - commenced building in January 1860 - and was launched in February 1861. Her general appearance is firm & substantial throughout.

J. Deveney
Surveyor

Present condition of Caulking of Bottom, Deck, and Waterways very good

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 1 G years

The Amount of the Fee £ 1 : 0 : 0 is received by me,

Special £ - : - :

Certificate £ : :

Committee's Minute 3rd May 1861 W.R.

Character assigned F 1 for 9 Years



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