

on the Schooner *Richard* Master *Mathew Kites* 243

Tonnage under tonnage deck	03	Built at	Westport	When built	1880	Launched	30th 1880
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Ditto of poop	or spar deck	12	By whom built	Arch. Yard &c	Owners	W. Mallet & Co. 14th Nov 1841
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Total Tonnage 105 Port belonging to Wexford Destined Voyage W. I. S.

If Surveyed while Building, Afloat, or in Dry Dock *on building ways in Western Off Coast*

Length as per section 39 ..		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.		Number of Decks	
Length of Keel		91		86		21		4		9		4		9		4		m	
Scantlings of Timber.		Sided.		Middle.		Ends.		Sided.		Middle.		Ends.		In Ship.		Required Rule.		Dimensions of Ship per Register,	
TIMBER AND SPACE		22		18		18		18		18		18		2 1/2		2		length _____ breadth _____ depth _____	
Floors		9		7		7		7		7		7		3 1/2		3		Inside Plank.	
1 st Footbooks		8		6		6		6		6		6		3		2 1/2		In Ship.	
2 nd Ditto		7		5		5		5		5		5		2		2		In Ship.	
3 rd Ditto		6		4		4		4		4		4		2		2		In Ship.	
Top Timbers		6		4		4		4		4		4		2		2		In Ship.	
Deck } N ^o 21		Average		4 1/2		4 1/2		4 1/2		4 1/2		4 1/2		2 1/2		2		In Ship.	
Beams } Space		4 1/2		4 1/2		4 1/2		4 1/2		4 1/2		4 1/2		2 1/2		2		In Ship.	
Deck Beams, length amidships		20		8		8		8		8		8		2 1/2		2		In Ship.	
Hold } N ^o _____		Average		_____		_____		_____		_____		_____		2 1/2		2		In Ship.	
Beams } Space		_____		_____		_____		_____		_____		_____		2 1/2		2		In Ship.	
Hold Beams, length amidships		_____		_____		_____		_____		_____		_____		2 1/2		2		In Ship.	
Keel		10		8		8		8		8		8		2 1/2		2		In Ship.	
Scarphs of Ditto		13		13		13		13		13		13		2 1/2		2		In Ship.	
Keelsons		13		13		13		13		13		13		2 1/2		2		In Ship.	
Scarphs of Ditto		13		13		13		13		13		13		2 1/2		2		In Ship.	

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 kule		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			14	Transoms and throats of Hooks			12	Hold Beam			Waterway ..
Scarphs of Keel, N ^o . _____			16	Arms of Hooks			16	Bolts in			Knees
Keelson Bolts through Keel		15	16	Thro' Bilge & Limber Strakes			16				Shelf or Clamp
at each Floor		12	16	Thickstuff over Double Floors			16	Deck Beam			Waterway ..
Bolts thro' Heels of Timbers		3	16	Butt End Bolts			7 1/2	Bolts in			Knees
against Deadwood		4	10	Short Bolts in Ceiling			7 1/2				Shelf or Clamp
			10	Pintles of the Rudder			12	Nails or Bolts in Flat of Deck			
			10				8	Treenails 1 1/2 Inches			

Timbering.— The Space between the Floor Timbers and Lower Foothooks is _____ Inches. The Space between the Top-Timbers is _____ Inches.

The Floors consist of Pine Oak The First Footbooks of Pine Oak

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

The Shifts of the First and Second Foothooks are not less than 3 1/2 8 1/2 N. B. When less than prescribed by the Rule, state how many

The rest of the Shifts of the Frame are in proportion

The Frame is 1/2 squared from First Foothook Heads upwards, and 1/2 free from sap, and from thence downwards, the frame is 1/2 *1/2*

The _____ 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 piece of Rudder is of Windlass is

The Keel is Amr Elm The Main Keelson is Rader Kieldon Piled Pine each in one piece without joints and - free from all defects.

The Stem, and Stern Post of Robert Oak The Transoms, Knight Heads, Hawse Timbers

and Aprons of Red Oak Deadwood, of Red & Green Oak and are — free from all defects

The Deck and ~~Hold~~ Beams of Dark Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A) the Plank is

From the above named Height to the Light Water Mark

From the above named Height to the Light Water Mark 2 1/2 fms

From the Light Water Mark to the Wales 2 1/2 fms

The Water and Black strokes are

The Wakes and Black-strakes are White The Topsides & Sheer-strakes White

The Spirketting and Plank-sheers Sold None The Water-ways { Upper Deck Sold None
Lower Deck

The Decks Yellow Pine State of New York at the City of New York in the County of New York on the 1st day of April 1912 before me, the undersigned, a Notary Public in and for the State of New York, personally appeared John J. McLaughlin known to me to be the person whose name is subscribed to the foregoing instrument, acknowledged to me that he executed the same for the purposes and consideration therein expressed.

The Shifts of the Planking are not less than 5 Feet — Inches *into the planking & cutting of this vessel are given 35 to 50*

The Planking is wrought _____

Planking Inside—The Limber-strokes and Bilge-strokes are

Flanking Inside.—The Embellishments and Edge Strakes are *Painted*

Top Gun, Lower Hold, and between Decks *Painted* Shelf Piece and Cleat *Painted*

The Ceiling, Lower Hold, and between Decks 2 1/2" 3 1/2" 4 1/2" 5 1/2" 6 1/2" 7 1/2" 8 1/2" 9 1/2" 10 1/2" 11 1/2" 12 1/2" 13 1/2" 14 1/2" 15 1/2" 16 1/2" 17 1/2" 18 1/2" 19 1/2" 20 1/2" 21 1/2" 22 1/2" 23 1/2" 24 1/2" 25 1/2" 26 1/2" 27 1/2" 28 1/2" 29 1/2" 30 1/2" 31 1/2" 32 1/2" 33 1/2" 34 1/2" 35 1/2" 36 1/2" 37 1/2" 38 1/2" 39 1/2" 40 1/2" 41 1/2" 42 1/2" 43 1/2" 44 1/2" 45 1/2" 46 1/2" 47 1/2" 48 1/2" 49 1/2" 50 1/2" 51 1/2" 52 1/2" 53 1/2" 54 1/2" 55 1/2" 56 1/2" 57 1/2" 58 1/2" 59 1/2" 60 1/2" 61 1/2" 62 1/2" 63 1/2" 64 1/2" 65 1/2" 66 1/2" 67 1/2" 68 1/2" 69 1/2" 70 1/2" 71 1/2" 72 1/2" 73 1/2" 74 1/2" 75 1/2" 76 1/2" 77 1/2" 78 1/2" 79 1/2" 80 1/2" 81 1/2" 82 1/2" 83 1/2" 84 1/2" 85 1/2" 86 1/2" 87 1/2" 88 1/2" 89 1/2" 90 1/2" 91 1/2" 92 1/2" 93 1/2" 94 1/2" 95 1/2" 96 1/2" 97 1/2" 98 1/2" 99 1/2" 100 1/2" 101 1/2" 102 1/2" 103 1/2" 104 1/2" 105 1/2" 106 1/2" 107 1/2" 108 1/2" 109 1/2" 110 1/2" 111 1/2" 112 1/2" 113 1/2" 114 1/2" 115 1/2" 116 1/2" 117 1/2" 118 1/2" 119 1/2" 120 1/2" 121 1/2" 122 1/2" 123 1/2" 124 1/2" 125 1/2" 126 1/2" 127 1/2" 128 1/2" 129 1/2" 130 1/2" 131 1/2" 132 1/2" 133 1/2" 134 1/2" 135 1/2" 136 1/2" 137 1/2" 138 1/2" 139 1/2" 140 1/2" 141 1/2" 142 1/2" 143 1/2" 144 1/2" 145 1/2" 146 1/2" 147 1/2" 148 1/2" 149 1/2" 150 1/2" 151 1/2" 152 1/2" 153 1/2" 154 1/2" 155 1/2" 156 1/2" 157 1/2" 158 1/2" 159 1/2" 160 1/2" 161 1/2" 162 1/2" 163 1/2" 164 1/2" 165 1/2" 166 1/2" 167 1/2" 168 1/2" 169 1/2" 170 1/2" 171 1/2" 172 1/2" 173 1/2" 174 1/2" 175 1/2" 176 1/2" 177 1/2" 178 1/2" 179 1/2" 180 1/2" 181 1/2" 182 1/2" 183 1/2" 184 1/2" 185 1/2" 186 1/2" 187 1/2" 188 1/2" 189 1/2" 190 1/2" 191 1/2" 192 1/2" 193 1/2" 194 1/2" 195 1/2" 196 1/2" 197 1/2" 198 1/2" 199 1/2" 200 1/2" 201 1/2" 202 1/2" 203 1/2" 204 1/2" 205 1/2" 206 1/2" 207 1/2" 208 1/2" 209 1/2" 210 1/2" 211 1/2" 212 1/2" 213 1/2" 214 1/2" 215 1/2" 216 1/2" 217 1/2" 218 1/2" 219 1/2" 220 1/2" 221 1/2" 222 1/2" 223 1/2" 224 1/2" 225 1/2" 226 1/2" 227 1/2" 228 1/2" 229 1/2" 230 1/2" 231 1/2" 232 1/2" 233 1/2" 234 1/2" 235 1/2" 236 1/2" 237 1/2" 238 1/2" 239 1/2" 240 1/2" 241 1/2" 242 1/2" 243 1/2" 244 1/2" 245 1/2" 246 1/2" 247 1/2" 248 1/2" 249 1/2" 250 1/2" 251 1/2" 252 1/2" 253 1/2" 254 1/2" 255 1/2" 256 1/2" 257 1/2" 258 1/2" 259 1/2" 260 1/2" 261 1/2" 262 1/2" 263 1/2" 264 1/2" 265 1/2" 266 1/2" 267 1/2" 268 1/2" 269 1/2" 270 1/2" 271 1/2" 272 1/2" 273 1/2" 274 1/2" 275 1/2" 276 1/2" 277 1/2" 278 1/2" 279 1/2" 280 1/2" 281 1/2" 282 1/2" 283 1/2" 284 1/2" 285 1/2" 286 1/2" 287 1/2" 288 1/2" 289 1/2" 290 1/2" 291 1/2" 292 1/2" 293 1/2" 294 1/2" 295 1/2" 296 1/2" 297 1/2" 298 1/2" 299 1/2" 300 1/2" 301 1/2" 302 1/2" 303 1/2" 304 1/2" 305 1/2" 306 1/2" 307 1/2" 308 1/2" 309 1/2" 310 1/2" 311 1/2" 312 1/2" 313 1/2" 314 1/2" 315 1/2" 316 1/2" 317 1/2" 318 1/2" 319 1/2" 320 1/2" 321 1/2" 322 1/2" 323 1/2" 324 1/2" 325 1/2" 326 1/2" 327 1/2" 328 1/2" 329 1/2" 330 1/2" 331 1/2" 332 1/2" 333 1/2" 334 1/2" 335 1/2" 336 1/2" 337 1/2" 338 1/2" 339 1/2" 340 1/2" 341 1/2" 342 1/2" 343 1/2" 344 1/2" 345 1/2" 346 1/2" 347 1/2" 348 1/2" 349 1/2" 350 1/2" 351 1/2" 352 1/2" 353 1/2" 354 1/2" 355 1/2" 356 1/2" 357 1/2" 358 1/2" 359 1/2" 360 1/2" 361 1/2" 362 1/2" 363 1/2" 364 1/2" 365 1/2" 366 1/2" 367 1/2" 368 1/2" 369 1/2" 370 1/2" 371 1/2" 372 1/2" 373 1/2" 374 1/2" 375 1/2" 376 1/2" 377 1/2" 378 1/2" 379 1/2" 380 1/2" 381 1/2" 382 1/2" 383 1/2" 384 1/2" 385 1/2" 386 1/2" 387 1/2" 388 1/2" 389 1/2" 390 1/2" 391 1/2" 392 1/2" 393 1/2" 394 1/2" 395 1/2" 396 1/2" 397 1/2" 398 1/2" 399 1/2" 400 1/2" 401 1/2" 402 1/2" 403 1/2" 404 1/2" 405 1/2" 406 1/2" 407 1/2" 408 1/2" 409 1/2" 410 1/2" 411 1/2" 412 1/2" 413 1/2" 414 1/2" 415 1/2" 416 1/2" 417 1/2" 418 1/2" 419 1/2" 420 1/2" 421 1/2" 422 1/2" 423 1/2" 424 1/2" 425 1/2" 426 1/2" 427 1/2" 428 1/2" 429 1/2" 430 1/2" 431 1/2" 432 1/2" 433 1/2" 434 1/2" 435 1/2" 436 1/2" 437 1/2" 438 1/2" 439 1/2" 440 1/2" 441 1/2" 442 1/2" 443 1/2" 444 1/2" 445 1/2" 446 1/2" 447 1/2" 448 1/2" 449 1/2" 450 1/2" 451 1/2" 452 1/2" 453 1/2" 454 1/2" 455 1/2" 456 1/2" 457 1/2" 458 1/2" 459 1/2" 460 1/2" 461 1/2" 462 1/2" 463 1/2" 464 1/2" 465 1/2" 466 1/2" 467

Fastenings.—To Hold Beams

Deck Beams Secured to Hounds by Lead wood dowel. Four all-steel Nuts in

Mass. space and a Yonipine Knee under each Beam. Seven pairs of holes

extend to like 2 bolts in floor heads

Number of Breasthooks Three Iron Pointers Five Iron Crutches One Iron

Butt End Bolts are of Galv. Iron in the Bottom. 2 1/2 Bolts in each Butt End Two through and clenched.

Bilge and Limber Strakes Gal. Iron bolted through and clenched. Treenails of Iron. Oak How Made Gal. Iron

Thickstuff over Double Floors 1227 bolted through and clenched. General Quality of Workmanship 1227

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

E. J. A. B. Ward Surveyor's Signature

utches _____
_____ through and clenched.
How Made _____
anship _____

Lloyd's Register
Foundation

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

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N ^o .				Fathoms.	Size.		N ^o .	Weight. Ex. Stock.
	Fore Sails,		Chain	75	1	138-13		
	Fore Top Sails,		Hempen <u>Stream</u> Cable ..	75	28	45-82		
	Fore Topmast Stay Sails,		Hawser	50	72	714-8		
	Main Sails,		Towlines	50	8	Coira		
	Main Top Sails,		Warp	50	5 1/2	Hemp		
			All of <u>best</u> quality.	50	5			

Her Standing and Running Rigging Hemp & Manila sufficient in size and of best in quality.

She has one 18' Long Boat and

The present state of the Windlass is Good Capstan Good Rudder Perfect Pumps 2 Metal Run

Order for Special Survey, 30/3/1878
No. _____ Date _____

Order for Ordinary Survey,
No. _____ Date _____

DATES of Surveys
held while building,
as per Section 35.

1st. When the Frame is completed 7 Mo 1878
2nd. When the Beams are put in, &c. 8 Mo 1878
3rd. { When completed, and before the }
 { plank be painted or payed } 9 Mo 1878

General Remarks

This Vessel has been carefully salted according to rule while building she is now fully fitted for sea all her materials being of best quality she is deserving of the 10A1 Class say 9 years for build & 1 year for salting and I recommend her for that class.

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

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

I am of opinion this Vessel should be Classed A1 10 Years

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

Special£ 5 : 5 : 0

Certificate£ : 2 : 0

Committee's Minute Tuesday, April, 13th 1880.

Character assigned A1 - for 10 Years

Salted Tuesday, April, 20th 80.
add the figures of
10A1
Salted

The whole of the scantlings are much in excess of the Rules, and 7 pairs of rider knees are fitted which is so submitted in satisfactory manner for diagonal plates on the frame, and the vessel appears to merit the Committee's favorable consideration to be classed 10A1 as recommended provided the chains and chains have been tested at a Public Machine. 13/4/80

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