

## WOOD SHIP.

639

No. 639 Survey held at Wexford Date, first Survey 6<sup>th</sup> Decr 1890 Last Survey 7<sup>th</sup> January 1891  
 on the Schooner "Remit" of Wexford Master James Roche  
 Tonnage under Tonnage Deck 100.32 Built at Comwallis A.S. When built 1870 Launched         
 Ditto of Spar Deck, or Masting Deck 1.61 By whom built        Owners Jas<sup>d</sup> Walsh & P. Lambert  
 Ditto of Poop, or Raised Qr. Dk.        Port belonging to Wexford Destined Voyage Coaster  
 Ditto of Houses on Deck        If surveyed while Repairing Afloat, or in Dry Dock Patent Ship Wexford  
 Ditto of Forecastle         
 Gross Tonnage 101.93  
 Crew Space, as per Rule 24  
 Register Tonnage, cut on Beam 77.92  
 Engine Room         
 Register Tonnage, as a Steamer, }  
 cut on the Beam       

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold....	Feet.	Inches.	Number of Decks
Length of Keel .....			IN SHIP. Moulded.			(Depth from limber-strakes to under side of lower deck beam .....			
			Sided. Middle. Ends.						
<b>Scantlings of Timber.</b>						<b>Outside Plank.</b>			
TIMBER AND SPACE.....						Garboard Strakes...			
Floors .....						Garboard to Bilge ..			
1 <sup>st</sup> Foothooks .....						Bilge Planks .....			
2 <sup>nd</sup> Ditto .....						Bilge to Wales .....			
3 <sup>rd</sup> Ditto .....						Wales .....			
Top Timbers .....						Topsides .....			
Deck } N <sup>o</sup> 15 Average } 5 1/2						Sheer Strakes .....			
Beams } Space } 11 10 8						Plank Sheers .....			
Deck Beams, length amidships ..						Water } Upper Deck			
Hold } N <sup>o</sup> 15 Average } 5 1/2						Ways } Lower Deck			
Beams } Space } 11 10 8						Ditto, faying surface			
Hold Beams, length amidships ..						against Timbers ...			
Keel .....						Upper Deck.....			
Scarp of Ditto .....									
Keelsons .....									
Scarp of Ditto .....									

## 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, & Deadw'd abaft				Transoms and throats of Hooks				Hold Beam			
Scarp of Keel, N <sup>o</sup> 3				Arms of Hooks.....				Bolts in			
Keelson Bolts through Keel				Thro' Bilge and Limber Strakes				Deck Beam			
at each Floor .....				Thickstuff over Double Floors ..				Bolts in			
Bolts thro' Heels of Timbers				Butt End Bolts .....				Nails or Bolts in Flat of Deck			
against Deadwood .....				Short Bolts in Ceiling .....				Treenails ....Inches			
Frame Bolts.....				Pintles of the Rudder .....							

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

The Floors consist of Birch The First Foothooks of Midships Birch fore and aft Spruce

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

The Main Keelson is Spruce and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet

(The Rider Keelson is Pitch pine & New) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Spruce ditto. The rest of the Shifts of the Frame are 4 feet

Deadwood, of Spruce and ditto. The Frame is        squared from First Foothook Heads upwards,

The Stem, and Stern Post of Hackmatack ditto. and        free from sap, and from thence downwards, the frame is       

The Deck and Hold Beams of Spruce The        Frames are        bolted together to the Gunwale.

Breasthooks of Spruce Knees of Spruce N.B. If not, state how bolted       

The Main piece of Rudder of Oak Windlass of Oak The Butts of the Timbers are        close together; their thickness not

(The Keel of Birch) less than        of the entire moulding at that place.

The Frame is        chocked with        Butt at each end of the chock.

**Planking Outside.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is Birch

From the above named height to the Wales Birch

The Wales and Black-strakes Red Pine (New) The Topsides & Sheer-strakes Red Pine (New)

The Spirketting and Plank-sheers Red Pine (New) The Water-ways { Upper Deck Hackmatack

The Decks Spruce 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        between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Limber Strakes to pine (New) Bilge Strakes Spruce

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

**Fastenings.**—To Hold Beams

Deck Beams Fore and aft Knees Spruce Hanging Knees Spruce

Number of Breasthooks 3 Pointers 3 Crutches 2

Butt End Bolts are of 4 M in the Bottom 4 M Bolts in each Butt End 4 M through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Hackmatack How Made Stand

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

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

Surveyor's Signature Robert J. Sparrow

Builder's Signature        Surveyor to Lloyd's Register of British and Foreign Shipping.



N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
		Chain .....	75	1 1/2	16,629	board in	1886	Bower Anch'rs	2	6 0/4			
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintdnt.)	75	1 1/2	29,886	1891							
	Fore Top Sails,	Iron Str'm Chain	45	1/2									
	Fore Topmast Stay Sails,	Ditto do.											
	Main Sails,	Hmptn Strm Cbl.						Stream ....	1	2 1/2 0/4			
	Main Top Sails,	Hawser .....						Kedge .....	1	1 1/2 u			
	and <i>Good</i> quality	Towlines .....						Ditto .....					
		Warp .....											

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

Her Standing and Running Rigging *Good* sufficient in size and in quality. She has *one* Long Boat and *Good*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Metal 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? State size

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.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed
Date		2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.		3rd. When completed, and before the plank be painted or payed
Date		

No. in Builder's Yard.

General Remarks.

Present condition of Caulking of Bottom Deck, and Waterways

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled When last done

I am of opinion this Vessel should be Classed

The Amount of the Entry Fee ..£ : : received by me, }  
Special ..£ : : 187 }  
Certificate ..£ : :

Travelling Expenses, if any, £

Committee's Minute *FRI 16 JAN 91* 18

Character assigned



(The Surveyors are requested not to write on or below the space for Committees' Minute.)