

# WOOD SHIP.

639

SAT 10 JAN 1891

No. 639 Survey held at Wexford Date, first Survey 6<sup>th</sup> Dec 1890 Last Survey 7<sup>th</sup> January 1891  
 on the Schooner "Reunit" of Wexford Master James Roche  
 Tonnage under Tonnage Deck 100.32 Built at Cornwallis S.I. When built 1870 Launched         
 Ditto of Spar Deck, or Masting Deck 1.61  
 Ditto of Poop, or Raised Qr. Dk.         
 Ditto of Houses on Deck         
 Ditto of Forecasts        By whom built        Owners Jas<sup>d</sup> Walsh & P Lambert  
 Gross Tonnage 101.93  
 Crew Space, as per Rule 24.1 Port belonging to Wexford Destined Voyage Coaster  
 Register Tonnage, cut on Beam 77.92  
 Engine Room         
 Register Tonnage, as a Steamer, }  
 out on the Beam ..... }

Official Number

Length as per section 39 Length of Keel .....	Extreme Breadth Outside ..				Depth of Hold....		Number of Decks	
	IN SHIP. Moulded.		REQUIRED PER RULE. Moulded.		(Depth from limber-strakes to under side of lower deck beam)			
Scantlings of Timber.	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	Inches.	Inches.
TIMBER AND SPACE.....	24	11	10					
Floors .....	11	11	10					
1 <sup>st</sup> Foothooks .....	11	11	10					
2 <sup>nd</sup> Ditto .....	10 1/2	9	8					
3 <sup>rd</sup> Ditto .....	10	8	7					
Top Timbers .....								
Deck } N <sup>o</sup> 15 Average } 5 1/2 Beams } Space	11	10	8					
Edges between each beam	11	4 1/2						
Deck Beams, length amidships ..	28 feet							
Hold } N <sup>o</sup> Average } Beams } Space	10	14						
Hold Beams, length amidships ..								
Keel .....	10	14						
Scarp of Ditto .....								
Keelsons .....	12	12						
Scarp of Ditto .....	12	13						

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.
Heel-Knee, & Deadw'd abaft	3/4								
Scarp of Keel, N <sup>o</sup> 3	3/4								
Keelson Bolts through Keel at each Floor .....	1 1/8								
Bolts thro' Heels of Timbers against Deadwood .....	3/4								
Frame Bolts.....									
Transoms and throats of Hooks									
Arms of Hooks.....	7/8								
Thro' Bilge and Limber Strakes	3/4								
Thickstuff over Double Floors ..	3/4								
Butt End Bolts.....	5/8								
Short Bolts in Ceiling .....	5/8								
Pintles of the Rudder .....	2 1/4								
Hold Beam } Waterway ..									
Bolts in } Knees .....									
Shelf or Clamp									
Deck Beam } Waterway ..									
Bolts in } Knees .....									
Shelf or Clamp									
Nails or Bolts in Flat of Deck	6"								
Treenails .... Inches	1 1/4								

**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 of 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.  
**Planking Outside.**—From the top of the Keel to two-fifths the depth of Hold, the Plank is Birch The Frame is        chocked with        Butt at each end of the chock.  
 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 Strake Spruce  
 The Ceiling, Lower Hold, and between Decks Spruce Shelf Pieces and Clamps Spruce  
**Fastenings.**—To Hold Beams

Deck Beams Fore and aft Run Spruce Hanging Run 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 Brown Surveyor to Lloyd's Register of British and Foreign Shipping.  
 Builder's Signature       

3000 (19/6/78)

8570-1901-3 M



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	1886	1891	Bower Anch'rs	2	6 Cwt			
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintdnt.)	75	1 1/2	29,806	1886	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 Cwt			
	Main Top Sails,	Hawser						Kedge	1	1 1/2 Cwt			
	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. }  
 Date \_\_\_\_\_ }  
 Order for Ordinary Survey, No. \_\_\_\_\_ }  
 Date \_\_\_\_\_ }  
 1st. When the Frame is completed \_\_\_\_\_  
 2nd. When the Beams are put in, &c. \_\_\_\_\_  
 3rd. When completed, and before the plank be painted or payed }  
 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 ..£ : : \_\_\_\_\_ }  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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.