

No. 3028 Survey held at Kingston Date, first Survey March 25 Last Survey July 18 1877
on the Agnes Master J. Lawrence

TONNAGE under Tonnage Deck 139.25
Ditto of Spar Deck, or Awaiting Deck
Ditto of Poop, or Raised Or. Dk. 82
Ditto of Houses on Deck
Ditto of Forecasts
Gross Tonnage 140.04
Crew Space, as per Rule 5.46
Register Tonnage, on Beam 134.11
Engine Room
Register Tonnage, as a Steamer, out on the Beam
Built at Kingston When built 1874 Launched July 13 1874
By whom built W. Kinkaid Owners J. R. Gordon & Co. residing at Hasenburgh
Port belonging to Hasenburgh Destined Voyage Back
If Surveyed while Building, Afloat, or in Dry Dock Under special Survey

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	94	88	23	2	10	95	10	95	One
Scantlings of Timber.									
TIMBER AND SPACE	23	19	IN SHIP. REQUIRED PER RULE.						
Floors	Single	10	9 1/2	10	8 1/2	7 1/2	4 1/2	4 1/2	4 1/2
1st Foothooks	8 1/2	8 1/4	5 1/2	7 1/2	5 1/2	6			
2nd Ditto	8	8 1/4	4 1/2	5	5 1/2	6			
3rd Ditto	8	4 1/2	5 1/2	5 1/4	6	4 1/2			
Top Timbers									
Deck Beams	N° 18	Average Space	8 1/4	8 1/4	5 1/2	8	8	5 1/2	
Deck Beams, length amidships	22	3			22				
Hold Beams	N°	Average Space							
Hold Beams, length amidships									
Keel	11	13	13	9	9	9			
Scarp of Ditto	8 feet			4	3				
Keelsons	10 1/4	13	10 1/2	10	10	10			
Scarp of Ditto	8 feet			4	9				
Outside Plank.									
Garboard Strakes	3 1/2	2 1/4	INCHES.						
Garboard to Bilge	2 1/4	2 1/4	In Ship. Required per Rule.						
Bilge Planks	3 1/4	2 1/4							
Bilge to Wales	3	2 1/4							
Wales	3 1/4	3 1/2							
Topsides	3 1/2	2 1/2							
Sheer Strakes	3 1/2	2 1/2							
Plank Sheers	3	2 1/4							
Water Ways	10 x 9	8 x 5 1/2							
Upper Deck	6 x 4 1/2								
Lower Deck									
Ditto, faying surface against Timbers	6	4 1/2							
Upper Deck	2 1/4	2 1/2							
Dimensions of Ship per Register.									
length	95	5	breadth	23	2	depth	10	95	
Inside Plank.									
Limber Strakes	3 1/2	3	INCHES.						
Bilge Planks	3 1/2	3	In Ship. Required per Rule.						
Ceiling in Flat	2 1/2	1 1/4							
Ditto Bilge to Clamp	3	1 1/4							
Hold Beam Clamps									
Deck Beam Ditto	3 1/2	1 1/4							
Ceiling 'twixt Decks	2 1/2	1 1/4							
Hold Beam Shelves									
Deck Beam Ditto	4	2 1/2							

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, & Dead'd abaft	13/16	15/16	Transoms and throats of Hooks	13/16	15/16	Hold Beam	13/16	15/16
Scarp of Keel, N° 1	13/16	15/16	Arms of Hooks	13/16	15/16	Boots in	13/16	15/16
Keelson Bolts through Keel	13/16	15/16	Thro' Bilge and Limber Strakes	13/16	15/16	Deck Beam	13/16	15/16
at each Floor	13/16	15/16	Thickstuff over Double Floors	13/16	15/16	Boots in	13/16	15/16
Bolts thro' Heels of Timbers	13/16	15/16	Butt End Bolts	13/16	15/16	Nails or Bolts in Flat of Deck	13/16	15/16
against Deadwood	13/16	15/16	Short Bolts in Ceiling	13/16	15/16	Treenails	13/16	15/16
Frame Bolts	13/16	15/16	Pintles of the Rudder	13/16	15/16			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top Timbers is 5 1/2 Inches.

The Floors consist of Bal' & French Oak & Larch The First Foothooks of Bal' & French Oak & Larch

The Second Foothooks of Bal' & French Oak & Larch The Third Foothooks and Top Timbers of Bal' & French Oak & Larch

The Main Keelson is Amer' White Oak and free from all defects. The Shifts of the First and Second Foothooks are not less than 5 1/2

(The Rider Keelson is 5 1/2 & 5 1/2) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Bal' & French Oak & Larch ditto.

Deadwood, of Pitch Pine, Larch & French Oak ditto.

The Stem, and Stern Post of French Oak ditto.

The Deck and Hold Beams of Bal' & French Oak & Larch

Breasthooks of Larch & French Oak Knees of Larch

The Main piece of Rudder of Bal' & French Oak Windlass of French Oak

(The Keel of Amer' White Oak) The Frame is cross chocked with a 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 Amer' White Oak & Pitch Pine

From the above named height to the Wales Pitch Pine

The Wales and Black-strakes Pitch Pine

The Spiketting and Plank-sheers Bal' & French Oak

The Decks Yellow Pine State of Good

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 Larch between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Amer' White Oak & Bal' & French Oak

The Ceiling, Lower Hold, and between Decks Pitch Pine

Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams

Deck Beams 10 Pairs of Iron lodging knees, and 5 Pairs of Iron hanging the Rudder

Number of Breasthooks Three Pointers One Crutches One of Iron

Butt End Bolts are of Yellow Metal in the Bottom Two Bolts in each Butt End One through and clenched.

Bilge and Limber Strakes Pitch Pine & Larch bolted through and clenched. Treenails of Bal' & French Oak How Made Larch

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

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

Builder's Signature William Kinkaid Surveyor's Signature J. H. Little

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

ABN6-0408

Pitch. Red Pine

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

Tested by P. J. Lewis 5/13 July 1877

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
One	Fore Sails,	Chain	105	1/8	13.15.00	105	13 1/2	Bowers	2	3.0.23	8 1/2	5.3.0	8
Complete	Fore Top Sails,	Chain	3	3/8	20.12.2.0	14/16	20 5/8			5.0.15	8 1/2	5.3.0	8
	Fore Topmast Stay Sails,	Chain	50	10/16	3.15.0.0	5 1/2				1.2.25			
	Main Sails,	Hmpn Strm Cbl.	40	5 1/2		5 1/2				2.1.4		2.0.0	
	Main Top Sails,	Hawser	40	5						0.3.25		1.0.0	
and		Towlines	40	5						2.1.4			
		Warp	40	5						0.3.25			
		All of good quality								2.1.4			

Her Standing and Running Rigging Good sufficient in size and good in quality. She has Best Long Boat and

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps 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?

Discharge Port and two scuppers on each side

Cargo Hatchways.—How formed? Now Camber better to beam State size Long Patent 3.11x4.0

If of extraordinary size, state how framed and secured? Medium size

What arrangement for shifting beams? None After Patent 4.5x5.6

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 5.11x6.9

Order for Special Survey, No. 480

Date May 23rd 1877

Order for Ordinary Survey, No. 35

Date ✓

No. 29 in Builder's Yard.

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

1st. When the Frame is completed Built under George survey and surveyed

2nd. When the Beams are put in, &c. as follows March 25. April 9. 27. May 16. 25. June

3rd. When completed, and before the plank be painted or payed 13. 25. July 4. 18. 1877.

General Remarks.

Has spans of diagonal plates 5/16 x 1/2 inch inserted outside the frame as per Section 39. and thick garboard stakes horizontally bedded through keel and each other; and is built of good and sound material of the 8 years grade as per Table A, and is fastened externally with greenish Yellow Metal bolts and dunnies to the exclusion of iron from the lower part of keel up to the height of 15' the midship depth of hold below the upper side of the upper deck, above which all fastenings outside and the whole of the inside fastenings are of iron properly galvanized. but the timber stake is galvanized iron fastened driven through and clenched on the timber of the frame as per Section 46 for a further period of One year, and was during construction salted as per Rules, the beams being grooved and salted, and the keel case in and salted at ends only as per Section 37.

Present condition of Caulking of Bottom Good where tested

Deck, Good where tested

and Waterways Good where tested

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled —

When last done —

I am of opinion this Vessel should be Classed 10. A. 1

The Amount of the Entry Fee £ 2 : 0 : 0

received by me, J. H. Little

Special £ 5 : 14 : 0

25 July 1877

Certificate Grates :

(Travelling Expenses, if any, £ 1 : 18 : 0)

Committee's Minute

24th July.

1877.

Character assigned

Axe P

1 for 10 yrs

Called RWF

Salted c.f.

It is submitted that this vessel appears eligible to be classed 10 A 1 as recommended viz 8 years under Table A for metal fastenings.

23/7/77