

WOOD SHIP.

(13th NOV. 82.)

No. 1994 Survey held at *Barnstaple* Date, first Survey *6th June* Last Survey *10th November* 1882
 on the Schooner "*Mary Agnes*" Master *Thomas Hume*
 TONNAGE under Tonnage Deck *59.91*
 Ditto of Spar Deck, or Avoning Deck
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage *65.*
 Crew Space, as per Rule
 Register Tonnage, cut on Beam *59.91.*
 Engine Room
 Register Tonnage, as a Steamer, }
 cut on the Beam }

Built at *Barnstaple* When built *1882* Launched *28. October*
 By whom built *W. Westacott.* Owners *Joseph Newall*
 Port belonging to *Hampfries* Destined Voyage *Coasting*
 If Surveyed while Building, Afloat, or in Dry Dock *While Building & Afloat.*

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold.....	Feet.	Inches.	Number of Decks
Length of Keel	70	0	19	5	7	8			one
(Depth from limber-strakes to under side of lower deck beam									
Scantlings of Timber.									
BER AND SPACE.....	19		18						
ORS	8 1/4 x 8 1/2	11	7 1/4	7	6				
Foothooks	7	7	4 3/4	4	5 1/2				
Ditto	6 1/2	6 1/2	5 1/2	5 1/2	5				
Ditto	6	6	5	5	4				
Timbers	6	5 1/2	4	4	4				
Plank { N° 15 Average Space }	4-0	8	6 1/4	6 3/4	5 1/2				
Deck Beams, length amidships ..	14 ft 5 in.								
Plank { N° Average Space }									
Deck Beams, length amidships ..	10 1/2	14	13 1/2	0	0	0			
Plank	5-0		4-0						
Plank of Ditto	10 1/2	13 1/2	13 1/2	9	9	9			
Plank of Ditto	5-0		4-6						
Outside Plank.									
Garboard Strakes...	2 1/2	2							
Garboard to Bilge ..	2 1/2	2							
Bilge Planks <i>3.20</i>	3 1/2	2							
Bilge to Wales	2 1/2	2							
Wales	3 1/2	3							
Topsides	3 1/2	2 1/2							
Sheer Strakes	3 1/2	2 1/4							
Plank Sheers	2 1/2	2							
Water Upper Deck	6 1/2	6							
Ways Lower Deck									
Ditto, faying surface against Timbers ...	4	4							
Upper Deck.....	2 1/2	2 1/2							
Dimensions of Ship per Register,									
length <i>76.8</i> breadth <i>19.5</i> depth <i>7.8</i> .									
Inside Plank.									
Limber Strakes	3 1/4	2 1/2							
Bilge Planks	3 1/2	2 1/2							
Ceiling in Flat	2	1 1/2							
Ditto Bilge to Clamp	2	1 1/2							
Hold Beam Clamps..									
Deck Beam Ditto ..	2 1/2	2							
Ceiling 'twixt Decks									
Hold Beam Shelves ..									
Deck Beam Ditto....	10 x 4 x 2 1/2								
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Deadw'd abaft									
Scarp of Keel, N° <i>6</i>	3/4	7/8	1 1/8						
Keelson Bolts through Keel at each Floor	7/8	1 1/8							
Bolts thro' Heels of Timbers against Deadwood	5/8	5/8							
Frame Bolts.....	5/8								
Transoms and throats of Hooks									
Arms of Hooks.....									
Thro' Bilge and Limber Strakes									
Thickstuff over Double Floors ..									
Butt End Bolts.....									
Short Bolts in Ceiling									
Pintles of the Rudder									
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									
TreenailsInches <i>10 by 6</i>									

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *3 1/2 to 4* Inches. The Space between the Top-Timbers is *1 1/2 to 2 1/2* Inches.

The Floors consist of *English Oak* The First Foothooks of *English Oak*
 The Second Foothooks of *English Oak* The Third Foothooks and Top Timbers of *English Oak*
 The Main Keelson is *Eng Oak* and free from all defects. The Shifts of the First and Second Foothooks are not less than *1/6*
 (The Rider Keelson is *Eng Oak*) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *Eng Oak* ditto.
 Deadwood, of *English Oak* and ditto.
 The Stem, and Stern Post of *English Oak* ditto.
 The Deck and Hold Beams of *English Oak*
 Breasthooks of *Iron* Knees of *Iron*
 The Main piece of Rudder of *Eng Oak* Windlass of *Eng Oak*
 (The Keel of *Eng & Amst & Elm.*) The Frame is *well* squared from First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is *similar*
 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 *1/3* of the entire moulding at that place.
 The Frame is *well* 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 *English Oak & P. Pine*.
 From the above named height to the Wales *Pitch Pine*.

The Wales and Black-strakes *Eng Oak & P. Pine* The Topsides & Sheer-strakes *English Oak*
 The Spinketting and Plank-sheers *Eng Oak* The Water-ways { Upper Deck *Eng Oak & P. Pine*
 The Decks *Yellow Pine* State of *Good* Lower Deck
 The Shifts of the Planking are not less than *5* Feet *0* 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 *3 strakes* between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Pitch Pine*
 The Ceiling, Lower Hold, and between Decks *Pitch Pine* Shelf Pieces and Clamps *Eng Oak & P. Pine*
Fastenings.—To Hold Beams

Deck Beams *Hanging Iron knees to Beam Ends, and 3 pair of Iron knee*
Riders extending down to take 2 bolts in the floors, and
loading knees of wood in the Mast rooms.

Number of Breasthooks *2 Iron* Pointers *c* Crutches *c*
 Butt End Bolts are of *Eng Oak* in the Bottom *2* Bolts in each Butt End through and clenched.
 Bilge and Limber Strakes *Iron* bolted through and clenched. Treenails of *Eng Oak* How Made *Rooted*
 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 *William Westacott* Surveyor's Signature *Chas. Hitchcock*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

1 Complete Survey

SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
Fore Sails,	Chain	600	7/8	9.2.2.0	120 1/16	Netherton	Bower Anch'rs	1	5-0.13	7.9.2.2	7-0-0	Netherton
Fore Top Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	60	3/4	6.15.0.0		14+18 Rect		1	4-0.26	6.12.2.0		W.G. Lewis
Fore Topmast Stay Sails,	Iron Str'm Chain	45 1/2	1/2	3.0.0.0	7/16	W.G. Lewis						14th October 1882.
Main Sails,	Ditto do.											
Main Top Sails,	Hmpn Strm Cbl.											
and Good quality	Hawser	90	3		3		Stream	1	1.1.18		0-3-0	
	Towlines	75	5		5		Kedge	1	0.2.27		0-2-0	
	Warp	100	2 1/2				Ditto					

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length.
Her Standing and Running Rigging Wire + Hemp sufficient in size and Good in quality. She has One Long Boat and
The present state of the Windlass is Good Capstan — 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?
2 Ports on Each Side.

Cargo Hatchways.—How formed? Comings + Head ledges State size 11 feet by 7 ft.
If of extraordinary size, state how framed and secured? Carling, and Iron staple runs between the 1/2 beams
What arrangement for shifting beams?
Hatches, themselves, whether strong and efficient? Yes Main Hatchways. State size 4 ft x 4 ft

Order for Special Survey, No. <u>3</u>	DATES of Surveys	1st. When the Frame is completed	<u>16.21. June, 27. 16. 21. 28. July. 4. 11. 18. 25. August.</u>
Date <u>2 June 1882</u>	held while build-	2nd. When the Beams are put in, &c.	<u>1. 8. 15. 25. 29. Sept. 7. 13. 16. 21. 27. Oct.</u>
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the	<u>3. 10. November, 1882.</u>
Date	85.	plank be painted or payed	
No. <u>—</u> in Builder's Yard.			

General Remarks. This vessel has a good frame of English Oak. Square of, and free from sap, has been built with mixed material of the 10 and 12 years grade, and planked outside, and inside with plank of the thickness, and description, as marked on the Midship section, has an Iron knee to every Beam End, and 3 pair of Iron knee riders extending down to take 2 bolts in the floor.

The vessel has been salted except the beams, in accordance with the Rules, Sect. 34, (2 Tons 18 Cwt used)

The chains and Anchors from certificates produced have been tested to the required strains, as stated above at Netherton, the breaking strain applied to 3 links cut out of each 15 fathoms of 7/8 inch link was 18.5.0.0 and to 3 links cut out of each 15 fathoms of 3/4 inch link was 13.10.0 and to 3 links cut out of each 15 fathoms of 1/2 inch link. Stream chain was 6-0-0-0.

Two pieces have been cut out of the bottom plank on each side, and the caulking found good.

I am of opinion this vessel merits the favourable consideration of the Committee, to class as recommended below, viz 12 years, as submitted in the sketch of Midship section.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Tar When last done —

I am of opinion this Vessel should be Classed + 12 years. A. 1.

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, Chas. Pittcock
Special £ 3 : 5 : 0 10 Nov 1882
Certificate : 2 : 6

Travelling Expenses, if any, £ 3-9-0
Committee's Minute Tuesday 14th November, 1882.

Character assigned A 1 for 12 yrs
10 & 12 yrs
called
Surveyor to Lloyd's Register of British and Foreign Shipping.
This submitted that this vessel appears eligible to be classed as recommended, viz—
10 years under Amended Table A
1 year for mixed material
1 year for salt
12 A. 1. "10 & 12 yrs max"
"Salted + 12 yrs max"

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

