

No. 3193 Survey held at Bristol Date 15 June 1871
on the Three-Mast Schooner "Agnes Edgell" Master W. McMillan
Tonnage under tonnage deck 277.38 Built at Bristol When built 1871 Launched 22 May 1871
Tonnage of poop House or spar deck 24.93 By whom built W. Peters Owners Richard H. Edgell
Tonnage 302.31 Port belonging to Bristol Destined Voyage Bristol to Spain
Surveyed while Building, Afloat, or in Dry Dock while building

Length as per section 39 ..	Feet. 126	Inches.	Extreme Breadth Outside	Feet. 27	Inches. 1	Depth of Hold	Feet. 12	Inches. 10 3/4	Number of Decks <u>one</u>
Length of Keel	123	9	IN SHIP. Moulded. Sided. Middle. Ends.	23	9 1/2	(Depth from limber-strakes to under side of lower deck beam)			
Scantlings of Timber.									
TIMBER AND SPACE	24					Outside Plank.	INCHES. In Ship. Required per Rule.	Dimensions of Ship per Register,	
Floors. <u>Single</u>	10 1/2	12				Garboard Strakes ..	3 1/2 3	length <u>128</u> breadth <u>27.1</u> depth <u>12.9</u>	
1st Foothooks	9	9				Garboard to Bilge ..	3 1/4 3	Inside Plank.	
2nd Ditto	8	8				Bilge Planks	3 3/4 3	INCHES. In Ship. Required per Rule.	
3rd Ditto	7 1/2	6				Bilge to Wales	3 1/4 3	Limber Strakes <u>2.5</u> 4 8 1/2	
Top Timbers	7 1/2	6				Wales	4 1/2 4 1/4	Bilge Planks	
Deck } No. <u>25</u> Average } <u>4 feet</u>	9	9				Topsides	3 3/4 3 1/2	Ceiling in Flat	
Beams } Space }	25	7				Sheer Strakes	3 3/4 3 1/2	Ditto Bilge to Clamp	
Deck Beams, length amidships	25	7				Plank Sheers	3 1/2 3	Hold Beam Clamps <u>2.5</u> 3 3/4 3 1/2	
Hold } No. <u>4</u> Average }	24	10				Water-Upper Deck	8 1/2 x 10 8 1/2 x 7 1/4	Deck Beam Ditto ..	
Beams } Space }	12	14				Ways } Lower Deck	8 1/2 x 7 1/4	Ceiling 'twixt Decks	
Hold Beams, length amidships	12	14				Ditto, faying surface	5 5	Hold Beam Shelves ..	
Keel	6 1/2	6				Upper Deck	3 3	Deck Beam Ditto ..	
Scarp of Ditto	15	15							
Keelsons	6 1/2	6							
Scarp of Ditto									

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship. 1 1/8	Inches required per Rule 1 1/8	Transoms and throats of Hooks	Copper or Y.M. in Ship. 1 1/8	Inches required per Rule 1 1/8	Hold Beam	Waterway ..	Copper or Y.M. in Ship. 1 1/8	Inches required per Rule 1 1/8
Scarp of Keel, No. <u>2</u>	1 1/8	1 1/8	Arms of Hooks	1 1/8	1 1/8	Bolts in	Knees	1 1/8	1 1/8
Keelson Bolts through Keel	1 1/8	1 1/8	Thro' Bilge & Limber Strakes	1 1/8	1 1/8		Shelf or Clamp	1 1/8	1 1/8
at each Floor	1 1/8	1 1/8	Thickstuff over Double Floors	1 1/8	1 1/8	Deck Beam	Waterway ..	1 1/8	1 1/8
Bolts thro' Heels of Timbers	1 1/8	1 1/8	Butt End Bolts	1 1/8	1 1/8	Bolts in	Knees	1 1/8	1 1/8
against Deadwood	1 1/8	1 1/8	Short Bolts in Ceiling	1 1/8	1 1/8		Shelf or Clamp	1 1/8	1 1/8
			Pintles of the Rudder	1 1/8	1 1/8	Nails or Bolts in Flat of Deck	1 1/8	1 1/8	1 1/8
						Treenails	Inches 1 1/4	1 1/8	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
The Floors consist of Eng Oak & 3 Dandy Oak The First Foothooks of Eng Oak
The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak
The Shifts of the First and Second Foothooks are not less than 3/4 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are good
The Frame is well squared from First Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is squared
The all Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are all close together; their thickness not less than 3 of the entire moulding at that place.
The Frame is well chocked with 20 Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak
The Keel is Eng Oak The Main Keelsons P. Pine and quite free from all defects.
The Stem, and Stern Post of Eng Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak Deadwood, of Eng Oak and are quite free from all defects.
The Deck and Hold Beams of P. Pine The Breasthooks of Eng Oak The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Eng Oak
or to the First Foothook Heads }
From the above named Height to the Light Water Mark P. Pine
From the Light Water Mark to the Wales P. Pine
The Wales and Black-strakes are P. Pine The Topsides & Sheer-strakes P. Pine
The Spirketting and Plank-sheers P. Pine The Water-ways { Upper Deck P. Pine
Lower Deck —
The Decks P. 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 not less 3 between, and without step-buttting.

Planking Inside.—The Limber-strakes and Bilge-strakes are P. Pine
The Ceiling, Lower Hold, and between Decks P. Pine Shelf Pieces and Clamps P. Pine
Fastenings.—To Hold Beams These Beams are formed of 3 round iron with knees forged on the ends and 4 metal bolts through the side with 3 bolts in each arm or 6 bolts to each beam end.
Deck Beams Hanging knees to each beam, and lodging knees in butt of each

Number of Breasthooks 3 Pointers — Crutches 2
Butt End Bolts are of Y. Metal in the Bottom. two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Eng Oak How Made turned
Thickstuff over Double Floors — 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 not obtained Surveyor's Signature Thomas Coupland
he being absent BES81-0047

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	210	1 1/4	28 1/2	1 1/8	22 1/2	Bowers	3	12.3.22	14.4.5.7	10.0.0	12.0.0
1	Fore Top Sails,		90	1 1/2						12.3.26	14.4.11.2	10.0.0	12.0.0
3	Fore Topmast Stay Sails,	Hempen Stream Cable	90	1						14.2.11	12.10.4	8.0.0	10.0.0
	Main Sails,	Hawser	90	4				Stream	1	5.0.13		4.3.0	
	Main Top Sails,	Towlines						Kedges	2	2.2.3		2.1.0	
	and spare sails	Warp								1.1.0		1.1.0	
		All of <u>good</u> quality.											

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and two other good Boats

The present state of the Windlass by Wheel Capstan and Rudder good Pumps two good

Order for Special Survey,

No. 47 Date 4 July 1867

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys

held while building,

as per Section 35.

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 }

General Remarks

This Vessel is well built. The scantlings and sizes throughout are equal to the Rules. The frame is diagonally iron shopped on the outside with 12 pairs of Straps 4 x 1/2 let into frame, and extending from upper part of Deck Beams downwards to lower part of Chocks at first full heads.

Sec 46 has been complied with to the inclusion of iron bolts. The frame is satted in accordance with the Rules, the Beams are prooved and satted, and Ribson Cased in and satted. Certificates for Anchors and Chains produced and signed by Mr Brooks.

The "Spes Edgell" is a good Vessel, and as the Rules for Sating, and also Sec 46 have been complied with I am of opinion she may be classed A1 for 10 yrs.

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

If Sheathed, Doubled, Felted, or Coppered by metal felt to reach upper part of keel When last done June 1871

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 4 : : is received by me,

Special£ 15 : 2 :

Certificate£ : :

Committee's Minute 16th June 1871

Character assigned A1 for 10 Years

X A 2 C 2

Sattin &c



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