

No. 2828 Survey held at Fionn  
 on the new Sch. "Agnes Smith"  
 Tonnage 120 old 99 new Built at Fionn  
 By whom built Thomson Kinloch & Co. Owners John Smith  
 Port belonging to Irvin Destined Voyage Fionn to  
 If Surveyed Afloat or in Dry Dock on stocks

Date 11<sup>th</sup> September 1850

Length aloft	Feet.	Inches.	Extreme Breadth	Amidships	Feet.	Inches.	Depth of Hold	Feet.	Inches.
<b>Scantlings of Timber.</b>									
Room and Space	9	0	Moulded	14	Keel to Bilge	3½	Limber Strakes	3	
Floors	10	0	Moulded	14	Bilge Planks	3½	Bilge Planks	3½	
1 <sup>st</sup> Foothooks	9	0	Moulded	10½	Bilge to Wales	2½	Ceiling in Flat	3½	
2 <sup>nd</sup> Ditto	8	0	Moulded	9	Wales	3½	Ditto Bilge to Clamp	2½	
3 <sup>rd</sup> Ditto	7	0	Moulded	7	Topsides	3	Hold Beam Clamps	—	
Top Timbers	8	0	Moulded	5	Sheer Strakes	3	Deck Beam Ditto	3	
Deck Beams N° <u>14</u> Average Space	7½	0	Moulded	7½ 5	Plank Sheers	3	Ceiling 'twixt Decks	—	
Hold Beams N° <u>—</u> Average Space	—	0	Moulded	—	Water-Ways	4	Hold Beam Shelves	—	
Keel	10	0	Moulded	12½	Upper Deck	2½	Deck Beam Ditto	4 x 11	
Kelsons	10	0	Moulded	12½ 7	<i>Deck splicing</i>		<i>Iron.</i>		3½
<b>Size of Bolts in Fastenings, distinguishing whether Copper or Iron.</b>									
Heel-Knee, and Dead Wood abaft	2½	0	<b>Copper or Iron.</b>		Inches.	<b>Iron.</b>		Inches.	
Scarps of Keel N°.	13/16	0	Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	—	—	—	
Floor Timber Bolts	7/8	0	Butt End Bolts	5/8	Deck Beam	—	—	13/16	
Kelson ditto	5/8	0	Lower Pintle of the Rudder	2½	<i>close framed</i>		The Space between the Transoms, Aprons, <i>Quebec Oak</i>		
Transoms and throats of Hooks	7/8	0	The Stem, Stern Post, are composed of <i>Quebec Oak</i>		Timber.		The Space between the Transoms, Aprons, <i>Quebec Oak</i>		
Arms of Hooks	7/8	0	Knight Heads, Hawse Timbers, of <i>Larch &amp; Red Pine</i> and are — free from all defects.						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4½ Inches. The Space between the Top-timbers is 13/16 Inches. The Stems, Stern Post, are composed of *Quebec Oak* the Transoms, Aprons, *Quebec Oak*. The Floors and first Foothooks are composed of *Larch* Timber. The other Foothooks and Top Timbers of *Larch*. The Shifts of the first and second Foothooks are not less than 3 ft. 6 in. to 3 ft. 8 in. 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 the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than a fourth of the entire moulding at that place. The Frame is — chocked with no Butt at each end of the chock. *cross chocks of full butts above.* The Main Kelson is composed of *Red Pine* and the False Kelson of *Quebec Oak*. The Scarps of the Kelsons are not less than — feet — inches. in one length. The Deck and Hold Beams are composed of *Quebec oak and Red Pine*.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of *Quebec Elm*. From the first Foothook Heads to the Light Water Mark of *Red Pine*. From the Light Water Mark to the Wales of *Red Pine*. The Wales and Black-strokes are of *Quebec Oak*. The Sheer-strokes and Plank-sheers of *Quebec Oak*. The Decks of *Yellow Pine* State of new. The Shifts of the Planking are not less than 5/8 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 three between the Bilge Planks of *Quebec Oak & Elm*.

**Planking Inside.**—The Limber-strokes are composed of *Quebec oak* the Bilge Planks of *Quebec Oak & Elm*. The Ceiling, Lower Hold, of *Red Pine* Between Decks of —. Shelf Pieces of *Red Pine* Clamps of *Red Pine*.

**Fastenings.**—To Hold Beams —. Deck Beams *Double lodging knees of Spruce & Larch, shelf pieces and five pairs of hanging iron knees and stays connected, over bilges, & bolted into floor.* Number of Breasthooks *three below tone above deck* Pointers *one pair off* Crutches —. Butts End Bolts are of *Iron* in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes *Iron* bolted through and clenched. Treenails of *Red Pine & British Oak* *2010*. General Quality of Workmanship *Good*.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature.

Surveyor's Signature

*John R. Murray*

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N°.	Fathoms.		Inches.	N°.	
Fore Sails,	150	Chain .....	15 $\frac{1}{2}$	2	Bower, Out 9 $\frac{1}{2}$ lbs 6-7-7
Fore Top Sails,	75	Hempen Stream Cable .....	6 $\frac{3}{4}$	1	Stream, 5-1-0
Fore Topmast Stay Sails,	75	Hawser .....	4 $\frac{1}{2}$	1	2-2-18
Main Sails,	75	Towlines .....	4 $\frac{1}{2}$	1	Kedge, 1-2-1
Main Top Sails,		Warp .....			
and a complete suit of new Sails		All of <u>Good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has one Long Boat and —

The present state of the Windlass is Good Copeton double Wichand Rudder Good Pumps 2 Cast metal Pumps, Good.  
with Nat. Purchase?

#### General Remarks—Statement and Date of Repairs.

Laid on in April 1849, launched 20th April 1850. Surveyed specially, while building. Frame all Scotch Larch, of good quality, well squared, and large scantling. Built wholly in frame crop chocks below, and full batts above. Double floor; and thick plank, and ceiling at Bilges, wrought over couplings. Planking and ceiling good of their kind, well wrought and shiftable. Number of beams, spaces, and fastenings as described. Iron fastened! Workmanship good, and her stores and furnishings are complete and of a good description.

After Mr. Crichton's survey on this vessel in Sept: last, the lower part of stem & apron were scarphed & a large stemson knee fitted on for part of keel, and a few of the timbers of the frame removed, being sapp'd.

Deck Beam Spaces, Hook to first beam 10 inches. + 3 feet. + 4 ft. 8 in. + 3 ft. 9 in. + 4 feet. + 3 ft. 10 in. + 3 ft. 8 in. + Main Hatch\*. 3 ft. 8 in. + 4 feet. + 4 feet. + 4 feet + 4 feet + 3 feet. + 3 ft. 3 in. + 3 feet. + 2 ft. 9 in. + 2 ft. 10 in to transom.  
\* and two half beams fastened same as the others.

If sheathed, doubled, Felted, or Coppered being about ballast marks. When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed "C.A.I."

The Amount of the Fee.....£ 1: " : " is received by me,

Special .....£ 5: 5: "

Certificate (£ required) .....£ " : 5: "

Committee's Minute

17<sup>th</sup> Sept 1850

Character assigned

1 Jy 12 Year

John R. Cunningham

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Foundation