

No. 287 Survey held at Dundee

Date June 20 1887

287

on the Schooner Agnes

Master Alexander Mitchell

Tonnage 46 ¹⁴²¹/₃₅₀₀ Built at Dundee

When built 1887

By whom built John Palmer

Owners Alex^r Mitchell

Port belonging to Dundee

Destined Voyage Coaster

If Surveyed Afloat or in Dry Dock Sundry previous building of master's vessel

Length aloft.....

Feet.	Inches.
47	9 1/10

 Extreme Breadth.....

Feet	Inches.
14	8 1/10

 Depth of Hold.....

Feet.	Inches.
9	5

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	9 1/2		
Floors..... sided	7 1/2 Moulded	8	7
Foothooks..... "	7	7	6
Ditto..... "	6 3/4	6	5
Ditto..... "	—	—	—
Top Timbers..... "	6	5	3 1/2
Deck Beams... Number of 13..... "	7	7	5
Hold Beams... Do. Do..... "	—	—	—
Keel..... "	9	12 1/2	
Kelsons..... "	9	15	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/4	Foot Waling.....	3
Bilge Planks.....	3	Bilge Planks.....	2 1/2
Bilge to Wales.....	2	Ceiling in Flat.....	2 1/2
Wales.....	3	Ditto Bilge to Clamp.....	1 3/4
Topsides.....	1 3/4	Hold Beam Clamps.....	—
Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2	Ceiling 'twixt Decks.....	—
Water-ways.....	3 1/2	Hold Beam Shelves.....	—
Upper Deck.....	2 1/4	Deck Beam ditto.....	—

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	7/8	Bolts thro' the Bilge and Foot Waling.....	—	Hold Beam.....	—
Scarp of Keel..... No. —	—	Butt End Bolts.....	5/8	Deck Beam.....	3/4 & 5/8
Floor Timber Bolts.....	7/8	Lower Pintle of the Rudder.....	2 1/4		
Kelson ditto.....	7/8				
Transoms and throats of Hooks.....	7/8			same in Iron above the Copper.....	—
Arms of Hooks.....	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between

the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English — and are all free from all defects.

Her Floors and first Foothooks are composed of English ^{oak} ~~oak~~ 2 & 3 plank ^{oak} Timber.

Her other Foothooks and Top Timbers of English oak

Her Shifts of the first and second Foothooks are not less than 2 ft 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 ft

The Frame is well squared from the first Foothook Heads upwards, and may free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than ^{width} of the entire moulding at that place.

The Frame is well choiced with no Butt at each end of the choick.

The Main Kelson is composed of Dutch oak and the False Kelson of —

The Scarphs of the Kelsons are not less than — feet — inches. on ^{per}

The Deck and Hold Beams are composed of English oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm

From the first Foothook Heads to the Light Water Mark of Elm & English oak ^{board}

From the Light Water Mark to the Wales of English oak

The Wales and Black-strakes are of English oak

The Topsides of English oak

The Sheer-strakes of English & gum wood Decks, and state of Yellow pine

The Gunwales of English oak Water-ways of Danish oak

The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought ^{generally 3} between the Stringers of

Planking Inside.—The Clamps are composed of Gum wood and the remainder of the Ceiling of Danish English & African

Fastenings.—To Hold Beams

Deck Beams Double wood ^{Logging knus}

Number of Breasthooks Four Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name

Surveyor's Name

John Palmer
David Lighter

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		inches.	N ^o .	
/	Fore Sails,	120	Chain	3 1/4	2	Bower,
—	Fore Top Sails,	65	Hempen Stream Cable.....	5	/	Stream,
—	Fore Topmast Stay Sails,	70	Hawser	3 1/2	/	Kedge,
/	Main Sails,	70	Towlines	3		All of proper weight.
—	Main Top Sails,		Warp			
and <u>one full set of Best</u>			All of <u>Best</u> quality.			

Her Standing and Running Rigging is all sufficient in size and of Best in quality.

She has one Long Boat and —

The present state of the Windlass is Well fitted Capstan Went and Rudder Well hung

General Remarks—Statement and Date of Repairs.

*A very Substantial & well built little Ship by Enchant
under inspection of Excellent Materials & well fastened
fitted with best strong planks well sheathed and worked
& well finished is well adapted for the sea. Conway
By A. Penhall Carey*

If Sheathed, Doubled, or Felted, Single Bottom
and Date when last done —

And Lam of opinion this Vessel should be Classed 9 A I

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

Committee Minute 11 July 183—

Character assigned A 1 for 8 years

C. H.

AB



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