

2120

No. 2129 Survey held at Abroath Date 6 July 1854  
on the Barque Agnes Garland Master William Thomson  
Tonnage Old 311 <sup>34</sup>/<sub>100</sub> Built at Abroath When built 1854 Launched June 1854  
By whom built William Stephen Owners William Garland  
Port belonging to Abroath Destined Voyage Mauritius  
If Surveyed while Building, Afloat, or in Dry Dock Surveyed at Sundry several Points

Length aloft ..... 114 <sup>2</sup>/<sub>10</sub> Feet. 114 <sup>2</sup>/<sub>10</sub> Extreme Breadth ..... 22 Feet. 22 Depth of Hold ..... 14 <sup>3</sup>/<sub>10</sub> Feet. 14 <sup>3</sup>/<sub>10</sub>

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	11	Moulded	11 1/2 10	Keel to Bilge	3	Limber Strakes	3 1/2
1 <sup>st</sup> Foothooks.....	10 1/2	"	10 9	Bilge Planks	4 1/2	Bilge Planks	4
2 <sup>nd</sup> Ditto.....	9 1/2	"	9 8	Bilge to Wales	3 1/2	Ceiling in Flat	3
3 <sup>rd</sup> Ditto.....	9	"	8 5	Wales	4 1/2	Ditto Bilge to Clamp	3
Top Timbers	9	"	8 5	Short Hoods	4	Hold Beam Clamps	8 x 3 1/2
Deck Beams N <sup>o</sup> 24 Average Space	4 feet	"	9 6 1/2	Topsides	3 1/2	Deck Beam Ditto	7 1/2 x 3 1/2
Hold Beams N <sup>o</sup> 12 Average Space	8 feet	"	11 8 1/2	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel	12	"	15	Plank Sheers	3	Hold Beam Shelves	~
Keelsons	12 1/2	"	15	Water-Ways	7	Deck Beam Ditto	~
Scarphs of Ditto	6 feet	"	~	Upper Deck	3 1/2	Lower Spunking	7 1/2 x 3

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	~	1 1/16	Transoms and throats of Hooks	~	1 1/16	Lower Pintle of the Rudder	3	~
Scarphs of Keel.....N <sup>o</sup> 9	3/4	~	Arms of Hooks	7/8	~	Hold Beam	1 5/16	~
Floor Timber Bolts	~	1 1/16	Bolts thro' Bilge & Limber Strakes	1 3/16	~	Deck Beam	~	1 3/16
Kelson ditto	~	1 1/16	Butt End Bolts	5/8 x 3/4	~			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of Foreign Oak The First Foothooks of Foreign Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 3 feet 9 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 feet 9 1/2 The Frame is True squared from the first Foothook Heads upwards, and Neat free from sap, and from thence downwards, the frame is True Square The alternate 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 1/3 of the entire moulding at that place. The Frame is True chocked with 0 Butt at each end of the chock. in Middle frames The Main Keelson is Foreign Oak and free from all defects. The False Keelson is ~ The Deck Beams consist of English Oak The Hold Beams of Teak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Foreign Oak From the Light Water Mark to the Wales Foreign Oak The Wales and Black-strakes are Iron Bark and Teak The Topsides Teak The Sheer-strakes Teak and Plank-sheers English & Teak The Water-ways Teak The Decks Yellow pine State of Good quality The Shifts of the Planking are not less than 5 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 True between except some partial shifts which do not affect the strength of the Ship

**Planking Inside.**—The Limber-strakes are Foreign Oak the Bilge Planks Foreign Oak The Ceiling, Lower Hold, Foreign Oak Between Decks Foreign Oak Shelf Pieces ~ Clamps Foreign Oak

**Fastenings.**—To Hold Beams Iron Nails Lodging Runes and Eight pair of Vertical Hanging Iron Runes down to floor Deck Beams Iron Nails Lodging Runes and Eight pair of Vertical Hanging Iron Runes four pair fitted in Runes Number of Breasthooks Four Pointers Five Crutches Five Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Iron Bark How Made Turned General Quality of Workmanship Very good

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

Builder's Signature Wm. Stephen

Surveyor's Signature David Taylor



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	190 1 1/2	3	13-1-0
1	Fore Top Sails,	Hempen Stream Cable .....	75 7		12-2-0
2	Fore Topmast Stay Sails,	Hawser .....	80 6 1/2	1	11-2-0
1	Main Sails,	Towlines .....	80 5 1/2		6-0-0
2	Main Top Sails,	Warp .....	80 4 1/2	2	2-2-0
and	<u>Will form with other</u>	All of <u>Best</u> quality.	80 3 1/2		1-3-0

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

She has One Long Boat and Two other Boats

The present state of the Windlass is Will form Capstan W. Wood Rudder Will form Pumps Metal  
with Patent pumps

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

*A Superior well built and highly finished vessel of good Metam  
and abundantly fitted with Best Arms*

If Sheathed, Doubled, Felted, or Coppered Sh with plw Metal a full When last done June 1854

I am of opinion this Vessel should be Classed 9 A E

July The Amount of the Fee.....£ 3 : - : - is received by me,

Special .....£ - : - : -

Certificate (if required) .....£ : 5 : 0

Committee's Minute 11<sup>th</sup> July 1854

Character assigned 1



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