

No. 2129 Survey held at Abroath Date 6 July 1854
 on the Barque Agnes Garland Master William Thomson
 Tonnage Old 311 ³⁴/₇₄ Built at Abroath When built 1854 Launched June 1854
 New 265 ¹³/₅₅₀₀ 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 ²/₁₀ Extreme Breadth 22 - Depth of Hold 14 ³/₁₀

Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches.	Inches. Middle Ends	Outside.	Inches.	Inside.	Inches.
Floors.....sided	11	Moulded 11 1/2 10	Keel to Bilge	3	Limber Strakes	3 1/2
1 st Foothooks	10 1/2	" 10 9	Bilge Planks	4 1/2	Bilge Planks	4
2 nd Ditto	9 1/2	" 9 8	Bilge to Wales	3 1/2	Ceiling in Flat	3
3 rd 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 ¹ / ₂
Deck Beams N ^o <u>24</u> Average Space } <u>4 feet</u>	9	" 9 6 1/2	Topsides	3 1/2	Deck Beam Ditto	7 1/2 x 3 1/2
Hold Beams N ^o <u>12</u> Average Space } <u>8 feet</u>	11	" 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 Spunketting	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 ^o 9	3/4	-	Arms of Hooks	7/8	-	Hold Beam	1 1/16	-
Floor Timber Bolts	-	1 1/16	Bolts thro' Bilge & Limber Strakes	1 3/16	-	Deck Beam	-	1 1/16
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 _____ 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 well squared from the first Foothook Heads upwards, and neat free from sap, and from thence downwards, the frame is well squared 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 well 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 _____

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 Walnut Hanging Iron Runes down to floor Deck Beams Iron Nails Lodging Runes and Eight pair of Walnut Hanging Iron Runes four pair fitted in Runes Number of Breasthooks Four Pointers Two Crutches Two Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes well Nails 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 ^o .		Fathoms.	Inches.	N ^o .	Weight
2	Fore Sails,	Chain	190 1 1/16	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>Small jibs with other parts</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 well fitted Capstan W wood Rudder well hung Pumps Metal

with Patent pumps

General Remarks — Statement and Date of Repairs.

*A Repairer will build and highly finished copper of good Metalle
and abundantly filled with Best Staves*

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 PAE

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

Special£ - : - : -

Certificate (if required)£ : 5 : 0

Committee's Minute 11th July 1854

Character assigned PAE

David Taylor

