

No. 2151 Survey held at Perth Date 18th November 1854
 on the Schooner "Agnes Christie" Master John Edward
 Tonnage Old 107 Built at Perth When built Nov-1854 Launched Nov-1854
 New 84 7/8
 By whom built Wm. Gordon & Co. Perth Owners Peter Christie
 Port belonging to Perth Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock Surveyed at sundry periods building

Length aloft 68 4/11 Extreme Breadth 16 8/10 Depth of Hold 9 5/10

Room and Space	Scantlings of Timber.			Thickness of Plank.	
	Inches.	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors	8 1/2	9 1/2	7 3/4	2 1/2	2 1/2
1st Foothooks	7 1/2	7 3/4	7	3	3
2nd Ditto	7	7	6	2 1/2	2
3rd Ditto	7	7	6	3 1/4	2 1/2
Top Timbers	7	6	4 1/2	3	3
Deck Beams N ^o <u>16</u>	<u>3 ft 10 in</u>	8	5 1/4	2 1/2	2 1/2
Hold Beams N ^o <u>—</u>	<u>—</u>	—	—	2 1/2	—
Keel	9 1/2	12	—	2 1/2	—
Keelsons	10	16	—	6 1/2	—
Scarphs of Ditto	5 feet	—	—	2 1/2	—

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	—	7/8	Transoms and throats of Hooks	—	7/8	Lower Pintle of the Rudder	—	2 1/4
Scarphs of Keel N ^o <u>7</u>	3/4	7/8	Arms of Hooks	—	3/4	Hold Beam	—	—
Floor Timber Bolts	—	7/8	Bolts thro' Bilge & Limber Strakes	—	3/4	Deck Beam	—	3/4
Kelson ditto	—	7/8	Butt End Bolts	5/8	—			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 3/4 Inches. The Space between the Top-timbers is 4 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 British Oak The First Foothooks of British Oak Timber. The Second Foothooks of British Oak The Third Foothooks of — The Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 2 ft 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 2 ft 9 in. The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fairly 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 1/2 of the entire moulding at that place. The Frame is fairly chocked with no Butt at each end of the chock. The Main Keelson is Foreign Oak and free from all defects. The False Keelson is elm. The Deck Beams consist of Eng. Oak & Larch The Hold Beams of — The Knees of Oak & Larch.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Beech & Elm. From the above named Height to the Light Water Mark Larch. From the Light Water Mark to the Wales Larch. The Wales and Black-strakes are Foreign Oak. The Topsides Foreign Oak. The Sheer-strakes Foreign Oak and Plank-sheers Foreign Oak. The Water-ways Red Pine. 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 three between

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

Fastenings.—To Hold Beams —. Deck Beams Double wood Lashing Trees. Number of Breasthooks three Pointers none Crutches none. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Eng. Oak How Made planed. General Quality of Workmanship Fair.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature David Lightner

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.	Inches.	No.	Weight.	
/	Fore Sail,	Chain	150	7/8	Seaked, to 13 tons prof. 2	8.2.0
/	Fore Top Sails,	Hempen Stream Cable	60	6 1/2	Bower,	5.0.0
/	Fore Topmast Stay Sails,	Hawser	75	5	Stream,	1
/	Main Sails, Storm Sails	Towlines	75	4	Kedge,	1
-	Main Top Sails,	Warp	75	3 1/2		
and well found with other sails		All of good quality.				

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

She has one Long Boat and one

The present state of the Windlass is well fitted Capstan well fitted Rudder well hung Pumps Metal
with Patent Purchase

General Remarks — Statement and Date of Repairs.

This is a fair built vessel of very good material is well finished and fitted with good stores

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed 7 A

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ 0 : 0 : 0

Certificate (if required)£ 0 : 2 : 6

Committee's Minute 21st November 1854

Character assigned 1 for 7 Years

David Lighter
[Signature]



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