

No. 3176 Survey held at Perth Date 12<sup>th</sup> August 1864  
on the Schooner Agnes Davidson Master W Davidson  
Old Built at Perth When built 63-64 Launched 9/6/64  
Tonnage New 97.73 By whom built Calder & Son Owners W Davidson  
Port belonging to Dundee Destined Voyage Coasting  
If surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length afloat		Extreme Breadth Outside		Depth of Hold		Thickness of Plank.	
76.7		20.1		10.4			
Scantlings of Timber.		IN SHIP. Moulded.		REQUIRED PER RULE. Moulded.		IN SHIP. Required per Rule.	
		Middle.	Ends.	Middle.	Ends.	Outside.	Inside.
Timber and Space		19	8 1/2	7 1/2	7 1/2	Garboard Strakes ..	Limber Strakes ....
Floors .. Single		7 1/2	8 1/2	7 1/2	7 1/2	Garboard to Bilge ..	Bilge Planks No. 3.
1 <sup>st</sup> Foothooks		6 1/2	7 1/2	6 1/2	7 1/2	Bilge Planks No. 3	Ceiling in Flat ....
2 <sup>nd</sup> Ditto		6 1/2	7 1/2	6 1/2	7 1/2	Bilge to Wales	Ditto Bilge to Clamp
3 <sup>rd</sup> Ditto		6 1/2	7 1/2	6 1/2	7 1/2	Wales No. 4 = 28	Hold Beam Clamps No. 2 = 3 1/2
Top Timbers		6 1/2	7 1/2	6 1/2	7 1/2	Topsides ..	Deck Beam Ditto ..
Deck No. 17 Average Space 37 1/2		7 1/2	8	7 1/2	8	Sheer Strakes ..	Ceiling 'twixt Decks
Deck Beams, length amidships		19	9 1/2	8	9 1/2	Plank Sheers ..	Hold Beam Shelves ..
Hold No. 2 Average Space		9 1/2	9 1/2	8	9 1/2	Waterways Upper Deck	Deck Beam Ditto ..
Hold Beams, length amidships		9 1/2	11 3/4	8	8	Waterways Lower Deck	
Keel		9 1/2	11 3/4	8	8	Ditto, faying surface against Timbers ..	
Scarp of Ditto		4.9	15	9	9	Upper Deck ..	
Keelsons		11	15	9	9		
Scarp of Ditto		8.2	15	9	9		

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.		Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule.	
Heel-Knee, & Deadwood abaft		3/4	1 1/8	1 1/8	1 1/8	Hold Beam	Waterway ..
Scarp of Keel, No. 6		3/4	1 1/8	1 1/8	1 1/8	Bolts in	Knees ..
Keelson Bolts through Keel at each Floor		7/8	1 1/8	1 1/8	1 1/8	Deck Beam	Waterway ..
Bolts thro' Heels of Timbers against Deadwood		5/8	1 1/8	1 1/8	1 1/8	Bolts in	Knees ..
						Nails or Bolts in Flat of Deck	Shelf or Clamp
						Treenails ..	Inches

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 13 to 24 Inches. The Space between the Top-Timbers is 35 1/4 Inches.  
The Floors consist of Scotch Oak Beech & 4 Butt Oak The First Foothooks of Butt Oak Larch 1 Span & 4 Horse Chest  
The Second Foothooks of Butt Oak Larch 1 Span & 1 Horse Chest The Third Foothooks and Top Timbers of Butt Oak Larch & 2 Horse Chest  
The Shifts of the First and Second Foothooks are not less than 2 feet 2 inches N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are 2 feet 2 inches

The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is well squared  
The entire Frames are each bolted together to the Gunwale. Cent-bodies are filled in N. B. If not, state how bolted.  
The Butts of the Timbers are close together; their thickness not less than 1 1/2 of the entire moulding at that place.  
The Frame is cross chocked with no Butt at each end of the chock. The Main piece of Rudder is Butt Oak of Windlass is Butt Oak  
The Keel is Beech The Main Keelson is Larch and free from all defects.  
The Stem, and Stern Post of Butt Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Butt Oak Deadwood, of Chemise & Butt Oak and are free from all defects.  
The Deck and Hold Beams of Larch & 2 Butt Oak The Breasthooks of Butt Oak & Iron The Knees of Butt Oak & Larch

**Planking Outside.**—From the Keel to the Height defined in Note to Table A the Plank is Beech Scotch Elm  
or to the First Foothook Heads } Larch & Red Pine  
From the above named Height to the Light Water Mark Larch & Red Pine  
From the Light Water Mark to the Wales Larch & Red Pine  
The Wales and Black-strakes are Larch & Red Pine The Topsides & Sheer-strakes Larch & Red Pine  
The Spirketting and Plank-sheers Larch & Red Pine The Waterways { Upper Deck Red Pine & Larch  
Lower Deck Red Pine  
The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 4 Feet 8 Inches. up 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, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Larch & Red Pine  
The Ceiling, Lower Hold, and between Decks Butt Oak & Larch & Red Pine Shelf Pieces and Clamps Larch & Red Pine  
**Fastenings.**—To Hold Beams 2 pair Lead Iron knees to Center Beams & 1 pair Butt Oak to Breast  
Beam of Cabin & same to Forecastle Beam  
Deck Beams double Lead Larch & Butt Oak knees between beams

Number of Breasthooks 3 for under deck & same Pointers 2 pair for 1 aft in connecting Crutches  
Butt End Bolts are of Gal Metal in the Bottom two Bolts in each Butt End one through and clenched.  
Bilge and Limber Strakes Gal Metal bolted through and clenched. Treenails of Butt Oak How Made Engine turned  
Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Fair  
We certify that the above is a correct description of the several particulars therein given  
Builder's Signature C. Calder & Son Surveyor's Signature Thomas Alexander



Her Masts, Yards, &c. are in Good 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.
/	Fore Sails,	Chain .....	150 7/8	Bower, .....	2 6.2.2
/	Fore Top Sails,	<del>Iron</del> Stream Cable <del>Sh. Link</del>	60 5/8		5.2.17
/	Fore Topmast Stay Sails,	Hawser .....	63 7	Stream, .....	1 2.0.5
/	Main Sails, & <del>Topmast</del>	Towlines .....	75 5		
/	Main <del>Top</del> Sails,	Warp .....	75 1 1/2	Kedge, .....	1 1.0.7
and <del>others required</del>		All of <u>Good</u> quality.			

Her Standing and Running Rigging are hump sufficient in size and in quality.

She has One 16 ft Long Boat and Capstan Good Rudder Good Pumps 2 Metal

The present state of the Windlass is Good filled with purchase

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	<u>29 Oct. 6 Nov 1863</u>
2nd. When the Beams are put in, &c.	<u>4 May 1864</u>
3rd. { When completed, and before the plank be painted or payed }	<u>8 June 1864</u>

*This vessel is flush decked with square stern formed without transoms - stern & counter timbers filling in against after Cant timbers plank<sup>3</sup> run out to main board & the whole combined with Hooks Beams &c &c*  
*Specially surveyed while building under order N<sup>o</sup> 110*

Present condition of Caulking of Bottom, efficient Deck, efficient and Waterways efficient

If Sheathed, Doubled, Felted, or Coppered single bottom When last done

I am of opinion this Vessel should be Classed A1

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

Special .....£ 4 : 18 : -

Certificate ....£ 3 : 18 : -

Committee's Minute 23 August 1864  
General Committee 15 September 1864  
Character assigned A1 for 7 Years



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