

Bee 9/12/47 30

No. 30 Survey held at Bowling Bay Date 6<sup>th</sup> December 1847  
 on the Nelmo Agnes Master William Scott  
 Tonnage 9700 Built at Bowling Bay When built Launched September 1846  
 By whom built David Mac Gill Owners Vance Mac Gill & Co.  
 Port belonging to Glasgow Destined Voyage Not Determined  
 If Surveyed Afloat or in Dry Dock On Beach

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
<b>Scantlings of Timber.</b>					
Timber and Space	each	inches.	inches. Middle	inches. Ends	
Floors	sided	10	Moulded	9 1/2	
1 <sup>st</sup> Foothooks	"	9	"	8 1/2	
2 <sup>nd</sup> Ditto	"	8	"	6 1/2	
3 <sup>rd</sup> Ditto	"	7	"	6	
Top Timbers	"	7 1/2	"	6 1/2	
Deck Beams <u>14. N° of</u> <u>Arrang'd</u> <u>3 feet 6 in.</u>	"	8	"	6	
Hold Beams <u>... N° of</u> <u>Space</u>	"	7	"	5	
Keel	"	10	"	12	
Kelsons	"	13	"	14 1/2	
<b>Thickness of Plank.</b>					
Outside.	inches.	Inside.	inches.		
Keel to Bilge	3	Foot Waling	3		
Bilge Planks	1	Bilge Planks	1		
Bilge to Wales	3 1/2	Ceiling in Flat	3		
Wales	1	Ditto Bilge to Clamp	3		
Topsides	2	Hold Beam Clamps	1		
Sheer Strakes	3	Deck Beam Ditto	3		
Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2		
Water-Ways	6 1/2	Hold Beam Shelves	1		
Upper Deck	3 1/2	Deck Beam Ditto	4 1/2		
<b>Size of Bolts in Fastenings.</b>					
Copper.	inches.	Copper.	inches.	Iron.	inches.
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	1/16	Hold Beam	—
Scarps of Keel	N°	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts	1 1/8	Lower Pintle of the Rudder	2 1/2		
Kelson ditto	1 1/8			same in Iron above the Copper	{
Transoms and throats of Hooks	1/8				
Arms of Hooks	3/4				

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

The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of British Oak and are free from all defects.

The Floors and first Foothooks are composed of Second Hand British & African Oak Timber.

The other Foothooks and Top Timbers of Second Hand British & African Oak With Limber new British Oak

The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not less

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

The alternate Frames are all bolted together.

N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place.

The Frame is cross chocked with — Butt at each end of the chock.

The Main Kelson is composed of Quebec White Oak and the False Kelson of American Elm

The Scarps of the Kelsons are not less than — feet — inches.

The Deck and Hold Beams are composed of Second Hand British and African Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of American Elm

From the Light Water Mark to the Wales of Red Pine

The Wales and Black-strokes are of Quebec White Oak The Topsides of Red Pine

The Sheer-strokes and Blank-sheers of Quebec & Ontario Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of Good

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 strokes between

**Planking Inside.**—The Limber-strokes are composed of American Elm the Bilge Planks of American Elm

The Ceiling, Lower Hold, of American Elm Between Decks of Red Pine, (For Stroking)

Shelf Pieces of Quebec Oak Clamps of Quebec Oak

**Fastenings.**—To Hold Beams

Deck Beams Half Pine and Dutch Elm Lodging

Number of Breasthooks Three Pointers — Crutches —

Butts End Bolts are of Copped in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Pine & Copped bolted through and clenched.

General Quality of Workmanship —

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

Builder's Name John Robertson

Surveyor's Name John Robertson

30. 4d.

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

She has SAILS.

No.		Fathoms.
1	Fore Sails,	100
1	Fore Top Sails,	85
1	Fore Topmast Stay Sails,	75
1	Main Sails,	75
1	Main Top Sails, Gaff and other requisite Sails	70

CABLES, &c.

	Inches.	No.
Chain	18x1	2
Hempen Stream Cable	5½	1
Hawser	4½	1
Towlines	-	
Warp	3½	

ANCHORS, and their weights.

	Wt. gr. & lbs.	Out. gr. & lbs.
Bower,	6 - 2 - 0 x 7 - 0 - 0	
Stream,	2 - 2 - 0	
Kedge,	1 - 2 - 0	

Her Standing and Running Rigging Complete sufficient in size and good in quality.

She has One 10 Foot Long Boat and

The present state of the Windlass is good Captain Minch Good and Rudder good

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

(D) This Schooner is in good condition and fit for the safe conveyance of  
and Flammable cargoes to and from all parts.

Kept by me several times (but not surveyed) during the  
process while building.

If Sheathed, Doubled, Felted, or Coppered Navy Bottom When last done ✓

I am of opinion this Vessel should be Classed 5 A. 1.

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

0/0

Special .....£ 1 : 1 : -

Certificate ~ " 5 " 7 Dec 1847

Committee's Minute

Character assigned

*Wm Robertson*

*Wm Robertson*

Please forward a Certificate of Classification to Mr. David Mac Gillivray  
Bowling Bay

© 2019



Lloyd's Register  
Foundation