

No. 5561 Survey held at Irvine Date 5th April Rec 26/4/69 5561 1869
on the Schooner "Agnes Ann Wignall" Master George Thornton
Tonnage under tonnage deck Built at Irvine When built 1869 Launched 27th March 1869
utto of poop or spar deck By whom built Irvine Ship Building Co Owners J Wignall & Co
Total tonnage on Main beam 99.53 Port belonging to Fleetwood Destined Voyage Clyde, Border
Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..	Feet. 85	Inches.	Extreme Breadth Outside	Feet. 21	Inches. 10 1/2	Depth of Hold	Feet. 10	Inches. 9 1/2	Number of Decks <u>One</u>
Length of Keel									
Scantlings of Timber.									
TIMBER AND SPACE	18 1/2		18			Outside Plank.			
Floors	8	8 1/2	7			Garboard Strakes ..	2 1/2	2	Dimensions of Ship per Register,
1st Foothooks	8	8 1/2	6			Garboard to Bilge ..	2 1/2	2	
2nd Ditto	6 1/2	7 1/2	5 1/2			Bilge Planks	3 1/2	2	length 85 breadth 21 1/2 depth 10 1/2
3rd Ditto	6	5	5 1/2	4		Bilge to Wales	2 1/2	2	Inside Plank.
Top Timbers	6					Wales	3 1/2	3	
Deck } N° 20 Average } 4 feet 4 inches	8 1/2	8 1/2	6 1/2	7 1/2	6	Topsides	3 1/2	2 1/4	Limber Strakes ...
Beams } N° 20 Average } 4 feet 4 inches	8 1/2	8 1/2	6 1/2	7 1/2	6	Sheer Strakes	3 1/2	2 1/4	
Deck Beams, length amidships	19 feet 7 inches					Plank Sheers	2 1/2	2	Bilge Planks
Hold } N° 20 Average } 4 feet 4 inches						Water } Upper Deck 10 x 7 1/2	7 1/2 x 6		Ceiling in Flat
Beams } N° 20 Average } 4 feet 4 inches						Ways } Lower Deck			Ditto Bilge to Clamp
Hold Beams, length amidships						Ditto, faying surface	5	4	Hold Beam Clamps ..
Keel	14	13	8			against Timbers ..			Deck Beam Ditto ..
Scarp of Ditto	8 feet		4 feet			Upper Deck	2 1/2	2 1/2	Ceiling 'twixt Decks
Keelsons	14	15	9						Hold Beam Shelves ..
Scarp of Ditto	8 feet		4 feet						Deck Beam Ditto .. 13 x 7 1/2 x 5 1/2 x 6

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & Dead'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway ..
Scarp of Keel, N° 7	3/4	4/6		Arms of Hooks	3/4	4/6		Bolts in	Knees
Keelson Bolts through Keel	13/8	12/8		Thro' Bilge & Limber Strakes	5/8	9/8		Deck Beam	Waterway ..
at each Floor				Thickstuff over Double Floors	5/8	9/8		Bolts in	Knees
Bolts thro' Heels of Timbers	11/8	10/8		Butt End Bolts	5/8	9/8			Shelf or Clamp
against Deadwood				Short Bolts in Ceiling	2	1 1/8		Nails or Bolts in Flat of Deck	Calculated from Nails
				Pintles of the Rudder	2	1 1/8		Treenails	Inches 1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 14 1/2 Inches. The Space between the Top-Timbers is 3 to 6 Inches.
The Floors consist of British Oak & Larch The First Foothooks of British Oak & Larch
The Second Foothooks of British Oak & Larch The Third Foothooks and Top Timbers of British Oak & Larch
The Shifts of the First and Second Foothooks are not less than 1/6 of breadth N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are Good

The Frame is well squared from First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is well squared
The — Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is — chocked with — Butt at each end of the chock. The Main piece of Rudder is American Oak of Windlass is British Oak
The Keel is American Oak The Main Keelson is American Oak Red Pine and — free from all defects. Yes
The Stem, and Stern Post of American Oak The Transoms, Knight Heads, Hawse Timbers,
and Aprons of British Oak & Larch Deadwood, of American Oak Red Pine and are — free from all defects.

The Deck and Hold Beams of Larch The Breasthooks of Iron The Knees of Iron
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Oak Red Pine
or to the First Foothook Heads }
From the above named Height to the Light Water Mark American Oak
From the Light Water Mark to the Wales Red Pine

The Wales and Black-strakes are Red Pine The Topsides & Sheer-strakes Red Pine
The Spirketting and Plank-sheers Red Pine The Water-ways { Upper Deck Red Pine
Lower Deck —
The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than Six 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, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are American Oak
The Ceiling, Lower Hold, and between Decks American Oak Red Pine Shelf Pieces and Clamps Red Pine

Fastenings.—To Hold Beams
Deck Beams Thick shelves & waterways, with an iron lodging knee to each beam end, and nine pairs of iron hanging knee riders extending down over the bilges to take two bolts in floor heads

Number of Breasthooks Three Pointers — Crutches Two
Butt End Bolts are of Iron in the Bottom. Two Bolts in each Butt End One through and clenched.
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of British Oak Red Pine How Made Turned
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good
We certify that the above is a correct description of the several particulars therein given
Builder's Signature James Ship Building Co Surveyor's Signature Williamson
GRN 295-0237

Her Masts, Yards, &c. are in ^{of wood} Good condition, and sufficient in size and length.

Tested at Lloyd's Tipton Proving House, Samuel Hodgson														Tested at Lloyd's Tipton Proving House, Samuel Hodgson													
She has SAILS.		CABLES, &c.		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c		N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.												
N ^o .		S.P. 263. 0.4526. 9/3/1889		75 fms	1 5/8	15.15.0.0	126	10.2.0.0	S.P. 5. 1.445. 12. 0. 1	1	0.0.4	8.6.1.0	2.3.0	5.4.0													
	Fore Sails,	Chain		90 "	1	18.0.0.0	126	10.2.0.0	Bowers	1	1.2.0																
	Fore Top Sails,	S.P. 5. 1.445. 12. 0. 1							S.P. 5. 1.445. 12. 0. 1	1	5.1.3	7.14.0.7	2.3.0	5.4.0													
	Fore Topmast Stay Sails,	8/3/1889 Stock							8/3/1889 Stock		1.1.7																
	Main Sails,	Chain		60 short	3/4	6.15.0.0			Tested at																		
	Main Top Sails,	Hawser		90	5 1/2		5		Rowley, when green																		
		Towlines		90	3 1/2		3		4211. 9/3/89		2.0.0	4.10.0.0	1.2.0														
		Warp							Stream	1	0.2.1																
		All of Good quality.							4210. 9/3/89		1.0.26	3.12.0.16	0.3.0														
									Kedges	1	0.1.7																

II - riding is wire stays Month sufficient in size and Good in quality.

She has one Long Boat and one small boat
The present state of the Windlass is good Capstan good Rudder Good Pumps Two boat & one good

Order for Special Survey,

No. _____ Date _____

DATES of Surveys

held while building,

Order for Ordinary Survey,

No. _____ Date _____

as per Section 35.

1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the
plank be painted or payed

General Remarks

General Remarks This vessel has been built under ordinary Survey: is Schooner rigged; flush decked; and has Nine pairs of diagonal Iron Straps fitted on the outside part of frames $3\frac{1}{2} \times 7\frac{1}{2}$ inches extending from the upper side of upper deck beams down over the bilges sufficient to receive two bolts in the first futtock heads

Present condition of Caulking of Bottom, New & Good Deck, New & Good and Waterways New and Good

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done _____

He are
~~I~~ am of opinion this Vessel should be Classed

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

Special£ 4 : " : "

X Certificate£ " : 2 : 6

Committee's Minute 24th April 18

Character assigned