

No. 5694 Survey held at Irvine Date 11th January 1870 Recd 17/1/70 5694  
on the Schooner "Agnes Ann Wignall" Master John Ball  
Tonnage under tonnage deck 116.05 Built at Irvine When built 1870 Launched 1st July 1870  
Ditto of poop or spar deck By whom built Irvine Ship Building Owners John Wignall  
Total tonnage 116.05 Port belonging to Whitwood Destined Voyage Coaster  
Surveyed while Building, Afloat, or in Dry Dock While Building and Afloat

Length as per section 39 ..	Feet. 88 7/8	Inches.	Extreme Breadth Outside 22	Feet. 22	Inches.	Depth of Hold .....	Feet. 10 1/2	Inches.	Number of Decks One
Length of Keel .....	85								
Scantlings of Timber.									
TIMBER AND SPACE .....									
Floors .....	9	10	19			Outside Plank.	In Ship.	Required per Rule.	Dimensions of Ship per Register,
1st Foothooks .....	9	9	7 1/2			Garboard Strakes ..	2 1/2	2 1/2	length 88 7/8 breadth 22 ft depth 10 1/2 ft
2nd Ditto .....	8	8	6 1/2			Garboard to Bilge ..	2 1/2	2 1/2	
3rd Ditto .....	8	7	6			Bilge Planks 4 strakes	3 1/2	2 1/2	
Top Timbers .....	8		5 1/2	5 1/2	4 1/2	Bilge to Wales ....	2 1/2	2 1/2	
Deck } N° 19 Average Space about 4 feet	9	9	7 1/2		6 1/2	Wales .....	3 1/2	3 1/2	
Beams } .....						Topsides .....	3 1/2	2 1/2	
Deck Beams, length amidships ....	20 feet 6 inches					Sheer Strakes .....	3 1/2	2 1/2	
Hold } N° Average Space						Plank Sheers .....	2 1/2	2 1/2	
Beams } .....						Water } Upper Deck 10 x 7 1/2	7 1/2 x 6 1/2		
Hold Beams, length amidships .....						Ways } Lower Deck			
Keel .....	11	12	9			Ditto, faying surface against Timbers ..	5	4 1/2	
Scarp of Keel .....	7 feet		4 feet 8 inches			Upper Deck .....	2 1/2	2 1/2	
Keelsons .....	12 1/2	18	10						
Scarp of Keel .....	12 1/2	5							
Scarp of Keel .....	7 feet		4 feet 3 inches						

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'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 Bolts in	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N° 8	7	8	13/16	Arms of Hooks .....	7	8	13/16		Knees .....			
Keelson Bolts through Keel at each Floor .....	1	1	13/16	Thro' Bilge & Limber Strakes	7	8	13/16		Shelf or Clamp			
Bolts thro' Heels of Timbers against Deadwood .....	7	8	13/16	Thickstuff over Double Floors	7	8	13/16		Waterway ..	2	2	18
				Butt End Bolts .....	7	8	13/16		Knees .....	2	2	46 1/2
				Short Bolts in Ceiling .....	7	8	13/16		Shelf or Clamp	2	2	46
				Pintles of the Rudder .....	2	2	2		Nails or Bolts in Flat of Deck	2	2	46
									Treenails .... Inches	1 1/2	1 1/2	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 to 3 Inches. The Space between the Top-Timbers is 3 to 5 Inches.

The Floors consist of Beech for 1/2 the length amidships and Ash forward & aft. The First Foothooks of Larch

The Second Foothooks of Larch The Third Foothooks and Top Timbers of Larch

The Shifts of the First and Second Foothooks are not less than 3 feet 8 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Well Shifted

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 one-third of the entire moulding at that place.

The Frame is choked with a Butt at each end of the chock. The Main piece of Rudder is American Oak of Windlass is British Oak

The Keel is American Rock Elm The Main Keelson is Pitch Pine, Rider American Oak and free from all defects.

The Stem, and Stern Post of American Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of British Oak & Larch Deadwood, of American Rock Elm to 2 feet, 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 Rock Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Red Pine

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 Spinketting 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 Rock Elm

The Ceiling, Lower Hold, and between Decks American Rock Elm below bilges, Pine above Shelf Pieces and Clamps Red Pine

Fastenings.—To Hold Beams

Deck Beams Lodging Iron knees all fore and aft, and nine pairs of Iron hanging knee-riders extending down over the Bilges to receive two bolts in the floor heads

Number of Breasthooks Two Pointers Two 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 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 Thorne Shipbuilding Co. Surveyor's Signature H. J. Ball

GRH 295-0270



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

*Anchors & Chain Cables tested at Staffordshire Chain & Anchor Testing Co. (Limited) W. Reade, Superintendent*

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
		6154 C. 12/11/1889 - 90 strand	1		18.0.0.0	13.6	11 1/2 tons	4387, 15. C. 12/11/1889	1	5.1.11	7.13.1.7	5.0.0	7 1/2 tons
	Fore Sails,	8160 R. 12/11/1889	75	1 1/2	15.15.0.0	13.6	11 1/2 tons	4388, 15. C. 12/11/1889	1	6.0.0	8.5.0.0	5.0.0	7 1/2 "
	Fore Top Sails,	6155 A. 12/11/1889	60	2 1/4	10.2.2.0	8.6							
	Fore Topmast Stay Sails,	Hempen Stream Cable						Stream	1	2.2.0		1.3.0	
	Main Sails,	Hawser	90	5 1/2		5.2							
	Main Top Sails,	Towlines	90	3		3		Kedges	1	1.2.0		1.0.0	
	and Spare Sails	Warp											
		All of <u>Good</u> quality.											

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Two Steam Good

Order for Special Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

Order for Ordinary Survey,

No. \_\_\_\_\_ Date 10<sup>th</sup> June 1889

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

- 1st. When the Frame is completed During her Construction
- 2nd. When the Beams are put in, &c. from June 1889 to January
- 3rd. { When completed, and before the plank be painted or payed } 1870 Five visits.

**General Remarks** *This vessel has been built under Common Survey. Is Schooner rigged, and is flush decked. Is fitted with Ten pairs of diagonal Iron Straps on the outside part of frames 3 1/2 x 7 inch extending from the upper side of deck beams down to the first futtock heads.*

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

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

I am of opinion this Vessel should be Classed YAS

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special .....£ 3 : 3 : 0

x Certificate ....£ 0 : 2 : 6

Committee's Minute 18 January 1889

Character assigned A 1 for 7 Years



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