

No 5742 Survey held at Irvine Date 10th March Rev 4/4/70 5742
on the Schooner "Agnes Wyllie" Master W. M. Kenzie
Tonnage under tonnage deck 44.21 Built at Irvine When built 1870 Launched 5th March 1870
Ditto of poop or spar deck By whom built Irvine Shipbuilding Co Owners J. Wyllie & others
Total tonnage 44.21 Port belonging to Irvine Destined Voyage Coast
Surveyed while Building, Afloat, or in Dry Dock While building and afloat

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks <u>One</u>
Length of Keel	<u>65</u>	<u>0</u>		<u>16</u>			<u>7</u>	<u>6</u>	
Scantlings of Timber.									
TIMBER AND SPACE	<u>18</u>		<u>18</u>			(Depth from limber-strakes to under side of lower deck beam)			
Floors	<u>8</u>	<u>8</u>	<u>7</u>			Outside Plank.			
1st Foothooks	<u>8</u>	<u>8</u>	<u>6</u>			Garboard Strakes ..	<u>2 1/2</u>	<u>2</u>	Dimensions of Ship per Register, length <u>65</u> breadth <u>16</u> depth <u>7.5</u>
2nd Ditto	<u>7 1/2</u>	<u>7 1/2</u>	<u>5 1/2</u>			Garboard to Bilge ..	<u>2 1/2</u>	<u>2</u>	
3rd Ditto	<u>7</u>	<u>6</u>	<u>5 1/2</u>			Bilge Planks	<u>3 1/2</u>	<u>2</u>	
Top Timbers	<u>7</u>	<u>5</u>	<u>5 1/2</u>	<u>4</u>		Bilge to Wales	<u>2 1/2</u>	<u>2</u>	Inside Plank.
Deck } N° <u>14</u> Average } <u>3 1/2</u> bunches <u>14</u> feet	<u>9</u>	<u>8</u>	<u>7 1/2</u>	<u>5 1/2</u>	<u>4 1/2</u>	Wales	<u>3 1/2</u>	<u>3</u>	
Beams } Space }						Topsides	<u>3</u>	<u>2 1/4</u>	
Deck Beams, length amidships	<u>14</u> feet <u>3</u> inches					Sheer Strakes	<u>3</u>	<u>2 1/4</u>	Limber Strakes ... <u>3 1/2</u> <u>2 1/2</u> Bilge Planks, <u>3 1/2</u> <u>2 1/2</u> Ceiling in Flat <u>2 1/2</u> <u>1 1/2</u> Ditto Bilge to Clamp <u>2 1/2</u> <u>1 1/2</u> Hold Beam Clamps .. Deck Beam Ditto .. Ceiling 'twixt Decks Hold Beam Shelves .. Deck Beam Ditto .. <u>13</u> x <u>5 1/2</u> x <u>4 1/2</u> <u>5 1/2</u> x <u>4 1/2</u>
Hold } N° Average }						Plank Sheers	<u>2 1/2</u>	<u>2</u>	
Beams } Space }						Water- } Upper Deck <u>9</u> x <u>5</u> <u>5 1/2</u> x <u>4 1/2</u>			
Hold Beams, length amidships						Ways } Lower Deck			
Keel	<u>10</u>	<u>10</u>	<u>8</u>			Ditto, faying surface against Timbers ..	<u>3 1/2</u>		
Scarphs of Ditto	<u>6</u> feet		<u>4</u> feet			Upper Deck	<u>2 1/2</u>	<u>2 1/2</u>	
Keelsons	<u>12</u>	<u>17</u>	<u>9</u>						
Scarphs of Ditto	<u>6</u> feet		<u>4</u> feet bunches						

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		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	<u>1 1/8</u>	<u>1 1/8</u>		Transoms and throats of Hooks	<u>3/4</u>	<u>1 1/8</u>		Hold Beam			
Scarphs of Keel, N° <u>7</u>	<u>1 1/8</u>	<u>1 1/8</u>		Arms of Hooks	<u>1 1/8</u>	<u>1 1/8</u>		Bolts in { Waterway ..			
Keelson Bolts through Keel	<u>3/4</u>	<u>1 1/8</u>		Thro' Bilge & Limber Strakes	<u>1 1/8</u>	<u>1 1/8</u>		{ Knees			
at each Floor	<u>3/4</u>	<u>1 1/8</u>		Thickstuff over Double Floors	<u>1 1/8</u>	<u>1 1/8</u>		{ Shelf or Clamp			
Bolts thro' Heels of Timbers	<u>3/8</u>	<u>1 1/8</u>		Butt End Bolts	<u>1 1/8</u>	<u>1 1/8</u>		Deck Beam			
against Deadwood	<u>3/8</u>	<u>1 1/8</u>		Short Bolts in Ceiling	<u>1 1/8</u>	<u>1 1/8</u>		Bolts in { Waterway ..	<u>5/8</u>	<u>1 1/8</u>	
				Pintles of the Rudder	<u>1 1/8</u>	<u>1 1/8</u>		{ Knees	<u>5/8</u>	<u>1 1/8</u>	
								{ Shelf or Clamp	<u>5/8</u>	<u>1 1/8</u>	
								Nails or Bolts in Flat of Deck			
								Treenails Inches <u>1 1/8</u>			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 5 1/4 Inches.

The Floors consist of Pine for 1/2 length amidships, and Oak forward and aft The First Foothooks of British Oak and Larch

The Second Foothooks of British Oak and Larch The Third Foothooks and Top Timbers of British Oak and 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 one-third of the entire moulding at that place.

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

The Keel is American Rock Elm The Main Keelson is Pitch Pine 9A and — free from all defects.

The Stem, and Stern Post of British Oak 12A The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Larch and British Oak 12A Deadwood, of British Oak and are — free from all defects.

The Deck and Hold Beams of Larch 9A The Breasthooks of Iron 12 The Knees of Iron 12

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Rock Elm 12A
or to the First Foothook Heads }

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

From the Light Water Mark to the Wales American Red Pine 8A

The Wales and Black-strakes are American Red Pine 8A The Topsides & Sheer-strakes American Red Pine 8A

The Spirketting and Plank-sheers American Red Pine 10A The Water-ways { Upper Deck American Red Pine 10A

The Decks Yellow Pine State of Good Lower Deck —

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-buttting.

Planking Inside.—The Limber-strakes and Bilge-strakes are American Rock Elm and Pitch Pine 9A

The Ceiling, Lower Hold, and between Decks American Red Pine Shelf Pieces and Clamps American Red Pine

Fastenings.—To Hold Beams

Deck Beams Lodging knees all fore and aft of iron, and five pairs of iron knee-riders, and thick shelves and waterways

Number of Breasthooks Two Pointers — Crutches One

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 American Red Pine 12A How Made Planed

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 Signed, "Irvine Shipbuilding Co." Surveyor's Signature J. M. Kenzie

GRK295-0279

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

Chains & Anchors tested at Staffordshire Public Testing (Co. Limited) signed Samuel J. Freeman, Superintendent

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
		4873. R. 5/3/1870	75 steel	3/4	10.2.0.0			4873. R. 5/3/1870	1	3.1.3	5.16.2.7	2.1.0	4 7/8 long
	Fore Sails,	Chain	60 "	3/4	10.2.0.0		46 8 1/2 tons	Bowers	1	0.3.7			
	Fore Top Sails,							4874. R. 5/3/1870	1	3.0.0	5.10.0.0	2.1.0	4 7/8 "
	Fore Topmast Stay Sails,	Hempen Stream Cable								0.3.0			
	Main Sails,	Hawser	90	5		5		Stream	1	1.0.3		4.0.0	
	Main Top Sails,	Towlines	90	3		3							
	and spare sails	Warp						Kedges	1	0.2.0		0.2.0	
		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 New Good.

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

DATES of Surveys
held while building,
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 }

During the various
stages of her construction
in all that respects

General Remarks *This vessel has been built under Ordinary survey; is Schooner rigged and flush decked.*

Is fitted with thick shelves and waterways, with heavy keelson and inside and outside planking; also with five pairs of iron hanging knee riders extending from the deck beams down over the floor heads in lieu of diagonal straps let into the outside part of frames in consequence of her being slightly over eight times her depth in length; which I beg to submit to the consideration of the Committee as being sufficient longitudinal strength for a vessel of her tonnage.

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

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

I am of opinion this Vessel should be Classed 7 A1

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

Special£ 2 : 2 : 0

× Certificate£ 4 : 2 : 0

Committee's Minute 5th April 1870

Character assigned 7 A1 for 7 Years

We do not consider this a case in which an additional year's Clipping should be granted for higher rated timber, but as employed in the construction according to Circular No. 2 5 April 1870 J.H.R.