

No. 5853 Survey held at Irvine Date 17<sup>th</sup> Oct Rec 28/10/70 1870  
on the Three Masted Schooner "Agnes Brown" Master Robert Allan  
Tonnage under tonnage deck 183 Built at Irvine When built 1870 Launched 13<sup>th</sup> Oct. 1870  
Ditto of Crew Space on spar deck 8 By whom built Irvine Shipbuilding Co Owners W. D. McJannet & Co  
Total tonnage Cut on Beam 175 Port belonging to Irvine Destined Voyage  Clyde to West Indies  
If Surveyed while Building, Afloat, or in Dry Dock While building

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold .....	Feet.	Inches.	Number of Decks <u>Cm</u>
Length of Keel .....	<u>102</u>	<u>10</u>		<u>24</u>	<u>10</u>		<u>11</u>	<u>8</u>	
<b>Scantlings of Timber.</b>									
TIMBER AND SPACE .....						(Depth from limber-strakes to under side of lower deck beam)			
Floors .....	<u>20</u>		<u>20</u>			<b>Outside Plank.</b>			
1 <sup>st</sup> Foothooks .....	<u>8</u>	<u>8</u>	<u>8</u>			Garboard Strakes ..	<u>3</u>	<u>2</u>	<u>2</u>
2 <sup>nd</sup> Ditto .....	<u>7</u>	<u>7</u>	<u>7</u>			Garboard to Bilge ..	<u>2</u>	<u>2</u>	<u>2</u>
3 <sup>rd</sup> Ditto .....	<u>7</u>	<u>6</u>	<u>6</u>			Bilge Planks .....	<u>4</u>	<u>2</u>	<u>2</u>
Top Timbers .....	<u>6</u>	<u>5</u>	<u>6</u>	<u>4</u>	<u>3</u>	Bilge to Wales .....	<u>3</u>	<u>2</u>	<u>2</u>
Deck } N <sup>o</sup> <u>20</u> Average } <u>4</u> feet	<u>8</u>	<u>8</u>	<u>6</u>	<u>8</u>	<u>6</u>	Wales .....	<u>4</u>	<u>4</u>	
Beams }						Topsides .....	<u>3</u>	<u>3</u>	
Deck Beams, length amidships .....	<u>22</u>	<u>6</u>	<u>inches</u>			Sheer Strakes .....	<u>3</u>	<u>3</u>	
Hold } N <sup>o</sup> Average } .....						Plank Sheers .....	<u>3</u>	<u>2</u>	<u>2</u>
Beams }						Water- } Upper Deck <u>11</u> x <u>8</u>	<u>8</u>	<u>6</u>	<u>2</u>
Hold Beams, length amidships .....	<u>12</u>	<u>12</u>		<u>10</u>	<u>4</u> feet <u>6</u> inches	Ways } Lower Deck			
Keel .....	<u>5</u>	<u>feet</u>		<u>9</u>	<u>9</u>	Ditto, faying surface	<u>5</u>	<u>5</u>	
Scarp of Ditto .....	<u>12</u>	<u>18</u>	<u>Red</u>	<u>9</u>	<u>9</u>	against Timbers ..	<u>2</u>	<u>2</u>	<u>2</u>
Keelsons .....	<u>6</u>	<u>feet</u>		<u>5</u>	<u>feet</u>	Upper Deck .....	<u>2</u>	<u>2</u>	<u>2</u>
Scarp of Ditto .....									

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

Heel-Knee, & Deadw'd abaft	Feet.	Inches.	Transoms and throats of Hooks	Feet.	Inches.	Hold Beam } Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N <sup>o</sup> <u>21</u>	<u>3</u>	<u>4</u>	Arms of Hooks .....	<u>2</u>	<u>8</u>	Bolts in } Knees .....			
Keelson Bolts through Keel	<u>7</u>	<u>8</u>	Thro' Bilge & Limber Strakes	<u>3</u>	<u>4</u>	Shelf or Clamp			
at each Floor .....	<u>7</u>	<u>8</u>	Thickstuff over Double Floors	<u>1</u>	<u>1</u>	Waterway ..			
Bolts thro' Heels of Timbers	<u>11</u>	<u>8</u>	Butt End Bolts .....	<u>5</u>	<u>8</u>	Bolts in } Knees .....			
against Deadwood .....			Pintles of the Rudder .....	<u>2</u>	<u>2</u>	Shelf or Clamp			
						Nails or Bolts in Flat of Deck			
						Treenails .....			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 Inches.

The Floors consist of Pitch Pine for 2 the length amidships & British Oak at ends The First Foothooks of British Oak and 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 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 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 Greenheart and — free from all defects.

The Stem, and Stern Post of British Oak and Larch The Transoms, Knight Heads, Hawse Timbers, and Aprons of 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 British Oak & 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 Pitch Pine

From the Light Water Mark to the Wales Pitch Pine

The Wales and Black-strakes are Pitch Pine The Topsides & Sheer-strakes Pitch Pine

The Spirketting and Plank-sheers Red Pine (American) The Water-ways { Upper Deck Red Pine (American)  
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 Pitch Pine

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

**Fastenings.**—To Hold Beams

Deck Beams Iron rods and Iron hanging knees 12 pairs extending down over the bilges to receive two bolts in floor heads

Number of Breasthooks Three Pointers — Crutches Two  
Butt End Bolts are of Yellow Metal in the Bottom. Three Bolts in each Butt End one through and clenched.  
Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Hackmataha How Made Planned  
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 Irvine Shipbuilding Company Surveyor's Signature W. D. McJannet & Co

GRK295-0290

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

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N <sup>o</sup> .				Fathoms.	Size.	N <sup>o</sup> .	Weight. Ex. Stock.	Tested to. as per Certificate.
	Fore Sails,		6784. C. 2/9/1870	90	1 1/2			
	Fore Top Sails,		Chain 6785. A. 2/9/1870	90	1			
One	Fore Topmast Stay Sails,		Hempen Stream Cable .. 60 "		3			
Suit	Main Sails,		Hawser .....					
of	Main Top Sails,		Towlines .....	90	8			
Sails			Warp .....	90	6			
	and spare sails		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 one other

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

Order for Special Survey,

No. 545 Date 9<sup>th</sup> Sept 1870

1 in Building Yard

Order for Ordinary Survey,

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

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

- 1st. When the Frame is completed Specially Surveyed while  
2nd. When the Beams are put in, &c. building from March to Oct  
3rd. { When completed, and before the } 1870 in all 9 visits  
plank be painted or payed }

**General Remarks** This vessel has been built under special survey as per Order N<sup>o</sup> 545; is rigged as a three masted Schooner, and is flush decked. She has 10 pairs of diagonal iron straps 3 1/2 x 7/8 let into the out-side part of frames the same extending from the Gunwale down to the lower part of chocks at first foot-look heads. She is fastened with Yellow Metal bolts to the entire exclusion of Iron, with the exceptions allowed as per Rule Section 46; viz.- all the inside fastenings of Galvanized Iron bolts, and bolts through upper deck Waterways, &c. down not exceeding 15" the depth of Hold from the upper part of deck at side which are of Galvanized Iron bolts.

The frames & vessel have been salted during her construction as required per Circular 265 for an additional year

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt When last done Now

We are of opinion this Vessel should be Classed 10 A1

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

Special .....£ 9 : 3 : "

X Certificate ....£ " : " : "

Committee's Minute 28<sup>th</sup> October 1870

Character assigned 1 for 10 Years

"Salted"

Noted by Secy 11/4/70

Samuel Lapthorn



© 2020

Lloyd's Register  
Foundation