

No. 15012 Survey held at Liverpool Date Feb 24 1858
 on the Ship Agna Master John Major
 Tonnage Old 815 Built at Liverpool When built 1858 Launched 2nd Jan
 By whom built Joseph Steel Owners Joseph Steel
 Port belonging to Liverpool Destined Voyage Calcutta
 If surveyed while Building, Afloat, or in Dry Dock While building Specially 15012

Length aloft	Feet		Inches		Extreme Breadth Outside	Feet		Inches		Depth of Hold	Feet		Inches	
	Feet	Inches	Feet	Inches		Feet	Inches	Feet	Inches		Feet	Inches	Feet	Inches
176	6		31	2	21	5	2							

Scantlings of Timber.	IN SHIP.			REQUIRED PER RULE.			Outside.	INCHES.		Inside.	INCHES.	
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.		In Ship.	Required per Rule.		In Ship.	Required per Rule.
TIMBER AND SPACE	3 1/4	"	"	3 1/4	"	"	Garboard Strakes ..	4 1/4	4 1/4	Limber Strakes	6	4 3/4
Floors	14	15	"	12 3/4	13	"	Garboard to Bilge ..	4 1/4	4 1/4	Bilge Planks	6 1/2	4 3/4
1 st Foothooks	12 1/2	12 1/2	"	12 1/4	12 1/4	"	Bilge Planks	6	4 1/4	Ceiling in Flat	3 1/2	3 1/2
2 nd Ditto	11 1/2	11 1/2	"	11 1/4	9	"	Bilge to Wales	4 1/4	4 1/4	Ditto Bilge to Clamp	3 1/2	3 1/2
3 rd Ditto	10 1/2	9 3/4	"	10	8	"	Wales	6	5 1/2	Hold Beam Clamps..	7 1/2	4 3/4
Top Timbers							Topsides	4 1/4	4 1/4	Deck Beam Ditto ..	6	4 1/4
Deck Beams, length amidships	28 6	"	"	"	"	"	Sheer Strakes	4 1/4	4 1/4	Ceiling 'twixt Decks	3 1/2	2 3/4
Hold Beams	13 1/4	13 1/4	"	12 3/4	12 1/2	"	Plank Sheers	4 1/4	4	Hold Beam Shelves ..	"	"
Hold Beams, length amidships	29 2	"	"	"	"	"	Water-Upper Deck	11 1/2	"	Deck Beam Ditto ..	"	"
Keel	15	16	"	14 3/4	14 1/2	"	Ways Lower Deck	"	"			
Scarp of Ditto	6 6	"	"	6 3	"	"	Ditto, faying surface	7 1/4	7			
Keelsons	18	18	"	15 3/4	15 1/2	"	Upper Deck	4	3 1/2			
Scarp of Ditto	8 0	"	"	7 3	"	"						

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

	Copper or Iron.	Inches in Ship.	Inches required per Rule.		Copper or Iron.	Inches in Ship.	Inches required per Rule.
Heel-Knee, and Deadwood abaft	Copper	1 3/8	1 3/8	Transoms and throats of Hooks ..	Copper	1 1/4	1 3/8
Scarp of Keel	Copper	1 3/8	1 1/8	Arms of Hooks	Copper	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	Copper	1 1/4	1 3/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	Copper	1 5/16	7/8
Bolts through Heels of Timbers against Deadwood	Copper	1 1/8	"	Butt End Bolts	Copper	1 5/16	7/8
				Pintles of the Rudder	Copper	3 1/2	3 1/4
				Waterway ..			
				Hold Beam Bolts in Knees		1 1/8	1 1/8
				Shelf or Clamp		1 3/16	1 1/8
				Waterway ..		1	1 5/16
				Deck Beam Bolts in Knees		1 1/4	1 5/16
				Shelf or Clamp		1 1/8	1 5/16
				Bolts in Flat of Deck		5/8	"
				Treenails		1 3/8	"

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 21 1/2 Inches. The Space between the Top-Timbers is 5 1/4 Inches.
 The Floors consist of English Oak & African Oak. The First Foothooks of English Oak
 The Second Foothooks of English Oak. The Third Foothooks and Top Timbers of English & African Oak
 The Shifts of the First and Second Foothooks are not less than 4 1/2 - 10 + 5 1/2. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are all good
 The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is also good
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/3 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 African Oak
 The Main Keelson is Green heart & African Oak and is free from all defects. The Main piece of Windlass is African Oak
 The Stem, and Stern Post, consist of English & African Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of English & African Oak. Deadwood, of English Oak and are all free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is African Oak & African Oak
 or to the First Foothook Heads
 From the above named Height to the Light Water Mark Green heart & African Oak
 From the Light Water Mark to the Wales Green heart & African Oak
 The Wales and Black-strakes are Green heart & African Oak. The Topsides Green heart & African Oak
 Sheer-strakes and Plank-sheers African Oak. The Water-ways { Upper Deck English Oak
 Lower Deck
 Decks Yellow Pine State of Good

Shifts of the Planking are not less than 6 Feet 6 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 3 1/4 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are African Oak. Ceiling, Lower Hold, and between Decks Green heart & African Oak. Shelf-Pieces and Clamps Green heart & African Oak

Fastenings.—To Hold Beams Wood Lagging, Knives, forward & aft & Iron Staple lagging, Knives, the remainder of Gibson's Plates with 12 pair Iron hanging Knives
 Beams Wood Lagging, Knives, forward & aft & Iron Staple lagging, Knives, the remainder of 8 pair of iron hanging Knives
 Number of Breasthooks 5 Iron & 1 Wood Pointers Round Iron Wood & 1 Iron Crutches 1 Iron
 End Bolts are of Metal in the Bottom, and One Bolt in each Butt End through and clenched.
 Limber Strakes Metal bolted through and clenched. Treenails of Lowest Iron & African Oak How Made Turned
 Thickstuff over Double Floors Iron bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given
 Signature Joseph Steel Surveyor's Signature J. W. ...



LIV 584-0079

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails, <i>2 full</i>	Chain <i>300</i>	<i>1 3/4</i>	Bower,	3 <i>27.3.0</i>
	Fore Top Sails,	<i>Chain 300</i>			<i>29.0.22</i>
	Fore Topmast Stay Sails,	Hempen Stream Cable	<i>90</i>		<i>35.1.10</i>
	Main Sails,	Hawser	<i>90</i>	Stream,	1 <i>12.0.0</i>
	Main Top Sails,	Towlines	<i>90</i>		
	and	Warp		Kedge,	2 <i>6.2.0</i>
		All of <i>good</i> quality.			<i>3.0.14</i>

Her Standing and Running Rigging is Strong sufficient in size and good in quality.

She has One Long Boat and Two Others

The present state of the Windlass is good Capstan good Rudder good Pumps good Metal

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>May 22¹⁸⁵⁷</u> <i>of Sundry other times</i>
	2nd. When the Beams are put in, &c.	<u>Willed Building</u>
	3rd. { When completed, and before the plank be painted or payed }	

The Workmanship & material are both very good & as her length exceeds four times the extreme breadth of beam she has fitted on the inside the frames 15 pair of iron plates 4" broad by 5/8" in thickness bolted through each timber with 7/8 bolts the flat of the decks are fastened with galvanized iron bolts & the whole of the outside planking is fastened with copper & yellow metal bolts & treenails to the entire exclusion of iron bolts & iron nails & there are no iron bolts used in any part of the vessel except what are allowed by the rules Section 46 & recommend her to be classed as below

1857. 13012

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done at present time

I am of opinion this Vessel should be Classed 13A1

The Amount of the Fee.....£ 5: " : " is received by me, G. W. and

Special£ 40: 15: - 26/2/58

Certificate£ Quoties

Committee's Minute 2nd March 1858

Character assigned A for 13 Years

