

No. 20045 Survey held at Mt. Wood Date Dec. 9/65 to June 30 1866
on the Schooner "Agnes" Master J. Greenhaw
Tonnage Old 149 4/100 Built at Mt. Wood When built 1846 Launched June 14
By whom built J. Gibson Owners J. Warbrick & Co.
Port belonging to Mt. Wood Destined Voyage Coasting
If Surveyed while Building, Afloat, or in Dry Dock While building & afloat.

Length aloft	Feet.		Inches.		Extreme Breadth Outside						Feet.		Inches.		Depth of Hold		Feet.		Inches.		
	98		9		21						21		9		11		11		6		
Scantlings of Timber.																					
Thickness of Plank.																					
Outside.																					
Inside.																					
Limber Strakes																					
Bilge Planks																					
Ceiling in Flat																					
Ditto Bilge to Clamp																					
Hold Beam Clamps																					
Deck Beam																					
Ceiling 'twixt Decks																					
Hold Beam Shells																					
Deck Beam Ditto																					
Upper Deck																					
Lower Deck																					

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.															
Copper or Iron															
Heel-Knee, and Deadwood abaft															
Scarp of Keel.....N ^o . <u>11</u>															
Keelson Bolts through Keel at															
each Floor															
Bolts through Heels of Timbers															
against Deadwood															
Transoms and throats of Hooks ..															
Arms of Hooks															
Bolts thro' Bilge & Limber Strakes,															
or Thickstuff over Double Floors															
Butt End Bolts															
Pintles of the Rudder															
Waterway ..															
Hold Beam Bolts in															
Knees															
Shelf or Clamp															
Waterway ..															
Deck Beam Bolts in															
Knees															
Shelf or Clamp															
Nails or Bolts in Flat of Deck															
TreenailsInches <u>1 1/2</u>															

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 3 ft 9 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet to 5 feet

The Frame is well squared squared from the First Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is well squared

The alternate Frames are — bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are quite 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 English Oak

The Main Keelson is American White Oak and are free from all defects. The Main piece of Windlass is Teak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak and Samarac are all free from all defects.

The Deck and Hold Beams consist of English Oak and Hackmatack The Breasthooks of English Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is A well plan to 3-5 height

or to the First Foothook Heads

From the above named Height to the Light Water Mark Hackmatack

From the Light Water Mark to the Wales Hackmatack & Samarac

The Wales and Black-strakes are up strake of wales part greenheart-remainder Hackmatack The Topsides Hackmatack

The Sheer-strakes, and Plank-sheers Hackmatack & Larch The Water-ways { Upper Deck Baltic Red Pine

The Decks Yellow Pine Lower Deck —

State of good

The Shifts of the Planking are not less than 5 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 3 ft more between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are American Oak Hackmatack & Red Pine

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

Fastenings.—To Hold Beams

Deck Beams Eight pairs of Iron Knee riders eight pairs of Iron hanging knees, &

Lodging knees (8 each) fitted in way of Mast Beams & after 8 ft

Number of Breasthooks 2 Forward (Iron) Pointers Crutches one pair aft & pair of Transoms

Butts End Bolts are of Iron in the Bottom, and the Bolts in each Butt End through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Iron & Locust 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 John Gibson Surveyor's Signature Edw. Meeker

Compared with table for 150 tons

÷ Red Pine & Spruce
÷ 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.
<i>one complete suit of spare and</i>	Fore Sails,	Chain <i>Netterton Patten & Co Test dates March 23/66 = 18-0 " " " March 23/66 = 20-6</i>	90	1	Bower, <i>Merry Iron Board Test dated May 1/66 = 10-0-0</i>	7-3-12 <i>24 Sticks</i>
	Fore Top Sails,	Hempen Stream Cable <i>Chain</i>	60	3/4	<i>8" 8" May 1/66 = 8-10-0</i>	6-1-0 <i>24 Sticks</i>
	Fore Topmast Stay Sails,	Hawser	90	8	Stream,	3-0-3 <i>Sticks included</i>
	Main Sails,	Towlines	90	1 1/2	Kedge,	2-0-23 <i>70 "</i>
	Main Top Sails,	Warp	90	4	Kedge,	1-0-12 <i>8 "</i>
		All of <i>Test</i> quality.	90	3 1/4		

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

She has one Long Boat and one other

The present state of the Windlass is good Capstan — Rudder good Pumps 5" (Iron)

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>During the whole time</u>
2nd. When the Beams are put in, &c.	<u>of Building under Special Survey.</u>
3rd. { When completed, and before the plank be painted or payed }	<u>(Survey ordered for latter 5th Dec/65)</u>

This Vessel is built nearly to the scantlings and Dimensions of Sc^{rs} "Elizabeth & Ann" See Report No. 19483. Diagonal Straps are not fitted on the Frames - as per Rule Sec 39 - to compensate for the same eight pairs of long Iron knee riders are fitted as admitted by the Committee in that case.

In other respects the scantlings are generally in excess of the requirements for her tonnage.

Pieces have been cut out to examine the caulking the same found well done.

Is well built.

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

If Sheathed, Doubled, Felted, or Coppered none When last done —

I am of opinion this Vessel should be Classed * 8 A1

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

July 1886 Special£ 7 : 9 : - *3/1/66* Wm
Certificate£ gratis

Committee's Minute Liverpool 8th July 1886

Character assigned A1 for 8 Years - Built under Special Survey
(A.T.C.P.)
LR



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