

No. 104 Survey held at Tuebec Date Oct 1853 June 1854
on the new ship "Agamemnon" Master Davis
Tonnage Old 439 1/2 New 130 Built at Tuebec When built launched 1853
By whom built J. C. Gingras Owners Muir & Co
Port belonging to London Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft 153 3/10 Extreme Breadth 31 7/10 Depth of Hold 18 4/10

Scantlings of Timber.				Thickness of Plank.			
Room and Space				Outside.			
				Inside.			
Floors	13	Moulded	13	Keel to Bilge	4	Limber Strakes	4
1st Foothooks	11 1/2	"	12	Bilge Planks	5 1/2	Bilge Planks	5 1/2
2nd Ditto	16	"	9 1/2	Bilge to Wales	4	Ceiling in Flat	11
3rd Ditto	9 1/2	"	7	Wales	6	Ditto Bilge to Clamp	11
Top Timbers	9	"	9	Short Hoods	5	Hold Beam Clamps	6 1/2
Deck Beams No	10	"	9	Topsides	11	Deck Beam Ditto	6 1/2
Hold Beams No	12 1/2	"	13	Sheer Strakes	4	Ceiling 'twixt Decks	11 1/2
Keel	14	"	15	Plank Sheers	5	Hold Beam Shelves	7 1/2
Keelsons	15	"	16	Water-Ways	4 1/2	Deck Beam Ditto	7 1/2
Scarp of Ditto	8	"	8	Upper Deck	3 1/2	Lower Deck	7 1/2

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

Copper		Iron		Copper		Iron	
Inches.		Inches.		Inches.		Inches.	
Heel-Knee, and Deadwood abaft	1 1/4	Transoms and throats of Hooks	1 1/4	Lower Pintle of the Rudder	3 1/2		
Scarp of Keel	1 1/8	Arms of Hooks	1 1/8	Hold Beam	1 1/8		
Floor Timber Bolts	1 1/8	Bolts thro' Bilge & other Strakes	1 1/8	Deck Beam	1 1/8		
Kelson ditto	1 1/8	Butt End Bolts	3/4	Shelves & Flanges	1 1/8		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Olm lower part & Tamarac and are free from all defects. The Floors consist of Olm 15 ft Oak & Tamarac The First Foothooks of Oak Timber. The Second Foothooks of Oak The Third Foothooks of Tamarac The Top Timbers of Tamarac The Shifts of the first and second Foothooks are not less than 4 1/2 x 5 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 x 6 feet at turn of Quarter 4 feet 11 ft. The Frame is Well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is Square The Frames are all bolted together to the Gunwale. All built in Thames N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 2 1/4 of the entire moulding at that place. The Frame is cr chocked with a Butt at each end of the chock. Floor & Foothook head The Main Keelson is Oak and free from all defects. The False Keelson is Oak The Deck Beams consist of Red Pine The Hold Beams of Oak The Knees of Spruce

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Olm From the above named Height to the Light Water Mark Olm From the Light Water Mark to the Wales Red Pine & Tamarac The Wales and Black-strakes are Red Pine The Topsides Red Pine The Sheer-strakes Tamarac and Plank-sheers Oak The Water-ways Yellow Pine The Decks Yellow Pine State of best order 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 Three between

Planking Inside.—The Limber-strakes are Olm the Bilge Planks Olm & Red Pine The Ceiling, Lower Hold, Red Pine Between Decks Red Pine Shelf Pieces Oak & Red Pine Clamps Oak & Red Pine

Fastenings.—To Hold Beams Spruce Lodging Knee Deck Beams Spruce Lodging Knee Number of Breasthooks 2 Oak with Iron Pins Pointers 1 pr Tamarac Crutches 2 of Oak Butts End Bolts are of Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are Metal bolted through and clenched. Treenails of Tam Olm Oak How Made Turned General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel, Builder's Signature J. C. Gingras Surveyor's Signature Thos. Menzies

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.			Fathoms.	Inches.		No.	Weight.
<i>one set</i>	Fore Sails,	Chain	<i>180</i>	<i>1 1/2</i>	Bower,	<i>1</i>	<i>240-14</i>
<i>Sails 2 1/2 pieces</i>	Fore Top Sails,	Hempen Stream Cable					<i>25-2</i>
<i>including</i>	Fore Topmast Stay Sails,	Hawser	<i>100</i>	<i>8</i>	Stream,	<i>-</i>	<i>-</i>
<i>O Studding</i>	Main Sails,	Towlines	<i>90</i>	<i>5 1/2</i>	Kedge,	<i>1</i>	<i>5</i>
	Main Top Sails,	Warp					
and		All of		quality.			

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

She has one Long Boat and Two others

The present state of the Windlass is strong Capstan is Rudder strong Pumps 2 Cast Metal

General Remarks—Statement and Date of Repairs.

This Ship was not intended to be surveyed at all the Builder proposed keeping it to himself & was laid on to work up the small & other Timber that had been put aside from the Special Surveyed Ships & it was not until the Vessel had been partly planked along that application was made for survey.

Is built with double Floors some of which the (elm) had been previously rejected by me for the 7 years ships several of the Oak Posthooks did not look well particularly the seconds. The Amarae Top timbers, Beams, Hooks, Knees, outside plank & the ceiling from the Bidge up are all very good quality. In the Flat of Ceiling & Bidge there are several soft grey or swampy elm Planks. The General Workmanship appears very good.

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed as the Committee think fit

The Amount of the Fee.....£5 : : is received by me,

Thos Morgan

Special£ - : - : -

Certificate (if required)£ : :

Committee's Minute 185

Character assigned



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