

No. 8622 Survey held at Sunderland Date February 1st 1866
on the Barge "Agatha" Master Storey
Tonnage Old New 481 Built at Sunderland When built 1855-6 Launched Sept 29
By whom built G & J Mills Owners Hankley & Co
Port belonging to London Destined Voyage Jamaica
If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
		17		2				27		7				17		2	
Scantlings of Timber.																	
TIMBER AND SPACE																	
		Sided,		Middle.		Moulded.		Sided.		Middle.		Moulded.					
				Ends.						Ends.							
Floors	12	12	10	11 1/2	11 3/4	10											
1 st Foothooks	10	10	-	10	10	-											
2 nd Ditto	9	9	-	9	9	-											
3 rd Ditto	8 1/2	-	5 3/4	8 1/2	-	5 1/2											
Top Timbers	8 1/4	-	5 1/2	8 1/4	-	5 1/2											
Deck Beams	N ^o 30	Average Space	3 1/4 x 3 1/8	9	9	7 1/2	8 1/2	8 1/2	7 1/2								
Deck Beams, length amidships				25 1/2													
Hold Beams	N ^o 17	Average Space	3 1/4 x 3 1/8	12	12	10	11 1/2	11 3/4	9 1/2								
Hold Beams, length amidships				25 1/8													
Keel				13 1/2	14 1/2	-	13	13	-								
Scarphs of Ditto				8 1/2			5 1/8										
Keelsons				14 1/2	14 3/4	-	14	14	-								
Scarphs of Ditto				8 1/2			8 1/4										
Outside.																	
INCHES.																	
In Ship. Required per Rule.																	
Garboard Strakes	5	3 3/4															
Garboard to Bilge	3 3/4	3 3/4															
Bilge Planks	4 1/2	3 3/4															
Bilge to Wales	3 3/4	3 3/4															
Wales	4 3/4	4 3/4															
Topsides	3 3/4	3 3/4															
Sheer Strakes	3 3/4	3 3/4															
Plank Sheers	3 3/4	3 3/4															
Water Ways	Upper Deck	10 1/2 x 9 1/2	6														
	Lower Deck																
Ditto, faying surface against Timbers	6	6															
Upper Deck	3	3															
Thickness of Plank.																	
INCHES.																	
In Ship. Required per Rule.																	
Limber Strakes	5	3 3/4															
Bilge Planks	4	3 3/4															
Ceiling in Flat	3	2 1/2															
Ditto Bilge to Clamp	3	2 1/2															
Hold Beam Clamps	5	4															
Deck Beam Ditto	4	3 3/4															
Ceiling 'twixt Decks	2 1/2	2 1/2															
Hold Beam Shelves	5	4															
Deck Beam Ditto																	

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

Heel-Knee, & Deadw'd abaft		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Hold Beam Bolts in		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Scarphs of Keel, No 7		1 1/8	-	1 1/8	Arms of Hooks		1 1/8	-	1 1/8	Waterway ..		1 1/8	-	1 1/8
Keelson Bolts through Keel at each Floor		1 1/8	-	1 1/8	Thro' Bilge & Limber Strakes		1 1/8	-	1 1/8	Knees		1 1/8	-	1 1/8
Bolts thro' Heels of Timbers against Deadwood		7/8	-	1 1/8	Thickstuff over Double Floors		1 1/8	-	1 1/8	Shelf for Clamp		1 1/8	-	1 1/8
					Butt End Bolts		1 1/8	-	1 1/8	Deck Beam Bolts in		1 1/8	-	1 1/8
					Pintles of the Rudder		1 1/8	-	1 1/8	Waterway ..		1 1/8	-	1 1/8
										Knees		1 1/8	-	1 1/8
										Shelf for Clamp		1 1/8	-	1 1/8
										Nails or Bolts in Flat of Deck		1 1/8	-	1 1/8
										Treenails		1 1/8	-	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 3/4 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
The Floors consist of English & French oak. The First Foothooks of English & French oak.
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 1/4 of breadth. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 1/4 of breadth.

The Frame is well squared from the First Foothook Heads upwards, and well 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 cross chocked with a Butt at each end of the chock. The Main piece of Rudder is French oak of Windlass is Engl. oak.

The Keel is Am. & English. The Main Keelson is Greenheart and — free from all defects.

The Stem, and Stern Post of English oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of English oak. Deadwood, of Am. & English and are — free from all defects.

The Deck and Hold Beams of Peak & French oak. The Breasthooks of 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 Danish oak.

From the Light Water Mark to the Wales Peak, French oak & Greenheart.

The Wales and Black-strakes are Peak. The Topsides & Sheer-strakes Peak.

The Spirketting and Plank-sheers Peak. The Water-ways { Upper Deck Peak
Lower Deck —

The Decks Baltic red pine. State of Good.

The Shifts of the Planking are not less than 5 Feet 0 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 Iron between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart Peak & Iron.

The Ceiling, Lower Hold, and between Decks Peak. Shelf Pieces and Clamps Peak.

Fastenings.—To Hold Beams Iron lagging knees in each beam space, and an iron rider knee at each beam end.

Deck Beams Iron lagging knees in each beam space, and an iron lagging knee at each beam end.

Number of Breasthooks See of iron. Pointers —. Crutches Four of iron.

Butt End Bolts are of Yellow metal in the Bottom: Two Bolts in each Butt End, one of which is through and clenched.

Bilge and Limber Strakes all bolted through and clenched. Treenails of locust & English oak How Made Circular.

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Superior.

We certify that the above is a correct description of the several particulars therein given

Builder's Signature George & John Mills Surveyor's Signature Benjamin ...

SLD936-0364

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

She has SAILS.

N^o.
2 Fore Sails,
3 Fore Top Sails,
2 Fore Topmast Stay Sails,
1 Main Sails,
3 Main Top Sails,
and others as usual

CABLES, &c.

Tested to 34 tons
Chain 240 Fathoms. 1 1/8 Inches.
Hempen Stream Cable 90
Hawser 65
Towlines 90
Warp 90
All of good quality.

ANCHORS, and their weights.

Tested to 7 c 9 4
Bower, 17.0.3.21.5 N^o. 1 Weight. 15.2.16
Stream, 17.16.1.0 N^o. 1 Weight. 15.1.0
Kedge, 1 N^o. 1 Weight. 16.2.0
..... 1 N^o. 1 Weight. 6.3.7
..... 1 N^o. 1 Weight. 3.2.0
..... 1 N^o. 1 Weight. 2.0.1

Her Standing and Running Rigging main & hemp sufficient in size and good in quality.

She has one Long Boat and 2 others

The present state of the Windlass is fine Capstan winch Rudder Y Pumps 2 men good

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 Built under special survey
2nd. When the Beams are put in, &c. from Sept. 14/65 to the present date
3rd. { When completed, and before the }
 { plank be painted or payed } "

* Cert. produced for 240 Tons of 1 3/8 Tested to 34 Tons
12/2/66

The outside plating of this vessel and the
keels of the cant timbers, are fastened with
nails and yellow metal bolts, to the entire
exclusion of iron, as required by the Rules, Section
46 previous to last amendment, for vessels claiming
an additional year.

The whole of the iron bolts inside are also
galvanised

George & John Mills

The testing certificates of the Chain Cables
and Anchors, issued from the Sunderland
Public Testing House, and signed by Mr
John Thompson, have been produced.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, or Coppered Yellow metal or felt When last done May 1886
I am of opinion this Vessel should be Classed 4-13-1

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

Order No. 1759 Special£ 21 : 11 : "
at date 28/6/85 Certificate£ " : " : "

Committee's Minute 9th February 1886

Character assigned A 1 for 13 years



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Foundation