

No. 1056 Survey held at Llanelli Date 10th Oct 1860 to 10 Aug 1860
on the Schooner "Agnes" Master Henry Barker
Tonnage Old *164 Built at Llanelli When built 1860 Launched 21st April
By whom built James Bevan Owners Neville & Co
Port belonging to Llanelli Destined Voyage Coasting
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.		
83			21			10			4 1/2			4 1/2			4 1/2			4 1/2			4 1/2			4 1/2		
Scantlings of Timber.			Sided, IN SHIP.			Moulded.			Sided, REQUIRED PER RULE.			Moulded.			Thickness of Plank.			Outside.			Inside.			Inches.		
			Middle.			Ends.			Middle.			Ends.			In Ship.			In Ship.			In Ship.			In Ship.		
Timber AND SPACE			20 1/2			19			19			19			2 1/4			2 1/4			3			3		
Floors			9 1/2			7 1/2			7 1/2			7 1/2			2 1/4			2 1/4			3 1/2			3 1/2		
1 st Foothooks			7 1/2			6 1/2			6 1/2			6 1/2			5			5			2 1/2			2 1/2		
2 nd Ditto			7 1/2			6			6			6			2 1/2			2 1/2			2 1/2			2 1/2		
3 rd Ditto			5 1/2			5 1/4			5 1/4			5 1/4			2 1/2			2 1/2			2 1/2			2 1/2		
Top Timbers			5 1/2			5 1/4			5 1/4			5 1/4			14			14			3			3		
Deck { N ^o 18 Average Space }			8 8 4			7 1/2 7 1/2 6 1/2			7 1/2 7 1/2 6 1/2			7 1/2 7 1/2 6 1/2			3			3			2 1/2			2 1/2		
Beams }			19 1/2 8 1/2			19 1/2 8 1/2			19 1/2 8 1/2			19 1/2 8 1/2			3			3			2 1/2			2 1/2		
Deck Beams, length amidships			19 1/2 8 1/2			19 1/2 8 1/2			19 1/2 8 1/2			19 1/2 8 1/2			3			3			2 1/2			2 1/2		
Hold { N ^o 4 Average Space }			10 10 9 1/2			10 10 8 1/2			10 10 8 1/2			10 10 8 1/2			3			3			2 1/2			2 1/2		
Beams }			10 10 9 1/2			10 10 8 1/2			10 10 8 1/2			10 10 8 1/2			3			3			2 1/2			2 1/2		
Hold Beams, length amidships			10 10 9 1/2			10 10 8 1/2			10 10 8 1/2			10 10 8 1/2			3			3			2 1/2			2 1/2		
Keel			10 1/2 14			9 1/2 13			9 1/2 13			9 1/2 13			7			7			2 1/2			2 1/2		
Scarp of Ditto			5 feet			10 10			10 10			10 10			4 1/4			4 1/4			4			4		
Keelsons			11 14			10 10			10 10			10 10			3			3			2 1/2			2 1/2		
Scarp of Ditto			none			4 1/2 3			4 1/2 3			4 1/2 3			3			3			2 1/2			2 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.			Copper or Iron, Inches required per Rule.			Copper or Iron, Inches required per Rule.			Copper or Iron, Inches required per Rule.			Copper or Iron, Inches required per Rule.		
			In Ship.			In Ship.			In Ship.			In Ship.		
Heel-Knee, and Deadwood abaft			1 1/2			1 1/2			1 1/2			1 1/2		
Scarp of Keel.....N ^o 4			1 1/2			1 1/2			1 1/2			1 1/2		
Keelson Bolts through Keel at each Floor			1 1/2			1 1/2			1 1/2			1 1/2		
Bolts through Heels of Timbers against Deadwood			1 1/2			1 1/2			1 1/2			1 1/2		
Transoms and throats of Hooks			1 1/2			1 1/2			1 1/2			1 1/2		
Arms of Hooks			1 1/2			1 1/2			1 1/2			1 1/2		
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			1 1/2			1 1/2			1 1/2			1 1/2		
Butt End Bolts			1 1/2			1 1/2			1 1/2			1 1/2		
Pintles of the Rudder			2			2			2			2		
Hold Beam Bolts in Waterway			1 1/2			1 1/2			1 1/2			1 1/2		
Knees			1 1/2			1 1/2			1 1/2			1 1/2		
Shelf for Clamp			1 1/2			1 1/2			1 1/2			1 1/2		
Deck Beam Bolts in Waterway			1 1/2			1 1/2			1 1/2			1 1/2		
Knees			1 1/2			1 1/2			1 1/2			1 1/2		
Shelf for Clamp			1 1/2			1 1/2			1 1/2			1 1/2		
Nails or Bolts in Flat of Deck			1 1/2			1 1/2			1 1/2			1 1/2		
Treenails			1 1/2			1 1/2			1 1/2			1 1/2		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of Lug Oak The First Foothooks of Lug Oak

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

The Shifts of the First and Second Foothooks are not less than 3 1/2 feet. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 1/2 feet.

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

The alternate Frames are all 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 all chocked with a Butt at each end of the chock. The Main piece of Rudder is Lug Oak

The Main Keelson is Lug Oak and is free from all defects. The Main piece of Windlass is Lug Oak

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

Hawse Timbers of Lug Oak Deadwood, of Lug Oak & Elm and are quite free from all defects.

The Deck and Hold Beams consist of Lug Oak The Breasthooks of Lug Oak & Elm The Knees of Lug Oak & Elm

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Lug Oak & Elm
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Lug Oak

From the Light Water Mark to the Wales Lug Oak

The Wales and Black-strakes are Lug Oak The Topsides Lug Oak

The Sheer-strakes and Plank-sheers Lug Oak The Water-ways { Upper Deck Lug Oak

The Decks Red Pine Lower Deck Lug Oak

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 three strakes between, and without step-buttling. *

Planking Inside.—The Limber-strakes and Bilge-strakes are Lug Oak

The Ceiling, Lower Hold, and between Decks Lug Oak Shelf Pieces and Clamps Lug Oak

Fastenings.—To Hold Beams 2 Horizontal Iron Nails, & 1 Hanging Nail, rider & standing
to the floors, to each end of each beam

Beams Loosing & Locking Lug Oak Nails

of Breasthooks 2 Lug Oak & 2 Elm Pointers — Crutches —

Bolts are of Iron & Metal in the Bottom, and — Bolt in each Butt End through and clenched.

Limber Strakes are bolted through and clenched. Treenails of Lug Oak How Made blended

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

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

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,	Chain	160 1/8	Bower,	1 8.1.26
/	Fore Top Sails,	do	60 1/8		1 4.2.2
/	Fore Topmast Stay Sails,	Hawser	80 7/8	Stream,	1 3.2.26
/	Main Sails,	Towlines	60 4		
/	Top Main Top Sails,	Warp	60 3 1/4	Kedge,	1 1.3.27
and all other necessary sails		do	60 2 1/4		1 0.3.18
		All of <u>good</u> quality.			

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

She has one Long Boat and

The present state of the Windlass is good, fitted with Patent purchase Capstan Phil. Haich Rudder good Pumps 2 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>20th Jan 1860</u>	} <u>Specially Surveyed.</u>
	2nd. When the Beams are put in, &c.	<u>9th March</u>	
	3rd. { When completed, and before the plank be painted or payed }	<u>25th April</u>	

* The Plank on this vessel is not shifted as well as it should have been, a few butts outside on Port side aft are stepped. The shifting outside is not less than 5 feet excepting two butts on the Starboard side aft.

The Ceiling also partakes of some irregularities in the shifting.

To meet the above infringement, of the rules a hanging knee rider has been introduced from ^{each of} the 4 Hold Beams, (which Beams are also in addition to the requirements of the Rules.) and properly thro' bolted.

Two pieces were cut out of the Port Side out of the Starboard side for testing the Caulking which was found satisfactory.

The Rules being in all other respects complied with we recommend her to the Committee's consideration for the 1241 grade.

Present condition of Caulking of Bottom, Good where tested Deck, do and Waterways do

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed 1241

The Amount of the Fee.....£ 2: 0: 0 is received by me,

Special£ 8: 7: 0

Certificate£ : : :

Committee's Minute 17th Aug^r 1860

Character assigned 1 for 12 Years



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