

No. 1056 Survey held at Lanvelly Date 10th Oct 1859 to 10th Aug 1860
 on the Schooner "Agnes" Master Henry Marker
 Tonnage Old *164 Built at Lanvelly When built 1860 Launched 21st April
 By whom built James Bevan Owners Nevill & Co
 Port belonging to Lanvelly Destined Voyage Coasting
 Surveyed while Building, Afloat, or in Dry Dock While Building

1050
 Recd 15/8/60

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.		
	83	410	19	7 1/2		21	410	10	9 1/10						
Scantlings of Timber.															
TIMBER AND SPACE	20 1/2				19	7 1/2	7 1/2			Garboard Strakes	2 1/4	2 1/4	Limber Strakes	3	2 1/4
Floors	9 1/2 to 10 1/2				6 1/2	7 1/2				Garboard to Bilge	2 1/4	2 1/4	Bilge Planks	3 1/2	2 1/4
1 st Foothooks	7 1/2 to 8				6					Bilge Planks	5	2 1/4	Ceiling in Flat	2 1/2	1 1/4
2 nd Ditto	7 1/2 to 7 1/2				5 1/4					Bilge to Wales	2 1/2	2 1/4	Ditto Bilge to Clamp	2 1/2	1 1/4
3 rd Ditto	5 1/4 to 6				5 1/4					Wales	14	3 1/2	Hold Beam Clamps	3	
Top Timbers	5 1/4 to 6				5 1/4					Topsides	3	2 1/2	Deck Beam Ditto	3	2 1/2
Deck Beams	3 1/4 to 4				4 1/2	4 1/2	6 1/4			Sheer Strakes	3	2 1/2	Ceiling 'twixt Decks	2	1 1/4
Deck Beams, length amidships	19 ft 8 in									Plank Sheers	3	2 1/4	Hold Beam Shelves		
Hold Beams	10	10	9 1/2	10	10	8 1/2				Waterways	7		Deck Beam Ditto		
Hold Beams, length amidships	19 ft 8 in									Upper Deck	4 1/4	4			
Keel	10 1/2 to 14				9 1/2 to 10					Lower Deck	3	2 1/2			
Scarphs of Ditto	5 feet				10	10				Ditto, faying surface against Timbers					
Keelsons	11	14			10	10				Upper Deck	3	2 1/2			
Scarphs of Ditto	None				11 ft 3 in										

Heel-Knee, and Deadwood abaft	Copper or Iron		Transoms and throats of Hooks <th colspan="2">Copper or Iron</th> <th rowspan="2">Hold Beam Bolts in</th> <th rowspan="2">Waterway </th>	Copper or Iron		Hold Beam Bolts in	Waterway
	Inches in Ship	Inches required per Rule		Inches in Ship	Inches required per Rule		
Scarphs of Keel	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Arms of Hooks	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Butt End Bolts	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Pintles of the Rudder	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Deck Beam Bolts in	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Waterway	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Knees	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Shelf or Clamp	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Nails or Bolts in Flat of Deck	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2
Treenails	1	1 1/2	1	1 1/2	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of Log Calf The First Foothooks of Log Calf

The Second Foothooks of Log Calf The Third Foothooks and Top Timbers of Log Calf

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 ft 7 in

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 Log Calf

The Main Keelson is Log Calf and is free from all defects. The Main piece of Windlass is Log Calf

The Stem, and Stern Post, consist of Log Calf The Transoms, Aprons, Knight Heads, and Hawse Timbers of Log Calf Deadwood, of Log Calf & Elm and are quite free from all defects.

The Deck and Hold Beams consist of Log Calf The Breasthooks of Log Calf & Elm The Knees of Log Calf & Elm

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

From the above named Height to the Light Water Mark Log Calf

From the Light Water Mark to the Wales Log Calf

The Wales and Black-strakes are Log Calf The Topsides Log Calf

The Sheer-strakes and Plank-sheers Log Calf The Water-ways { Upper Deck Log Calf
 Lower Deck Log Calf

The Decks Red Pine 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-butting. *

Planking Inside.—The Limber-strakes and Bilge-strakes are Log Calf

The Ceiling, Lower Hold, and between Decks Log Calf Shelf Pieces and Clamps Log Calf

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

Beams Loosing & Locking Log Calf Nails

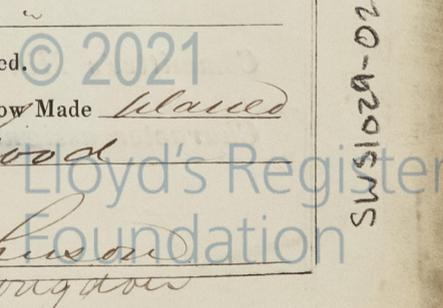
of Breasthooks 2 Log Calf & 2 Elm Pointers — Crutches —

Bolts are of Iron & Metal in the Bottom, and * 1 Bolt in each Butt End through and clenched. * See letter appended

Limber Strakes are bolted through and clenched. Treenails of Log Calf How Made blanced

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
 Signature James Bevan Surveyor's Signature Thomas Craigdon



0120-02015MS

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	Stream,	1 4.2.2
/	Fore Topmost Stay Sails,	Hawser	60 5/2		
/	Main Sails,	Towlines	60 4		
/	^{Coft} Main Top Sails,	Warp	60 3/4	Kedge,	1 1.8.27
	and <u>all other necessary</u> <u>sails</u>	All of <u>good</u> quality.	60 2/4		1 0.8.18

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 Do Rudder good Pumps 2

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

DATES of Surveys held while building, as per Section 35.	General Remarks and Statement and Date of Repairs, if any.	
	1st. When the Frame is completed	<u>20th Jan 1860</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>	

} Specially Surveyed.

* 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 Star^a 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 & one out of the Star^a 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: 4: 0

Certificate£ : : :

Committee's Minute 17th Aug^r 1860

Character assigned 1 for 12 Years

Handwritten signatures and stamps:
 T. W. C. L. ...
 Thomas Conger ...
 Lloyd's Register Foundation logo

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L.A.