

No. 824 Survey held at Aberdeen Date October 25 1845

on the Brigge Agnes Blair Master Alex Duthie

Tonnage 285 Built at Aberdeen When built October 1841

By whom built Walter Hood & Co Owners George Thompson Junr

Port belonging to Aberdeen Destined Voyage Saint Jago de Cuba

If Surveyed Afloat or in Dry Dock Surveyed when building & when ready for sea

Length aloft 106 3/4 Feet. Inches. Extreme Breadth 25 6/10 Feet. Inches. Depth of Hold 16 8/10 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors	sided	18	Moulded 14 12	Keel to Bilge	3 1/2	Foot Waling	2 1/2
1st Foothooks	"	12	" 14 11	Bilge Planks	5	Bilge Planks	4 1/2
2nd Ditto	"	11	" 10 9	Bilge to Wales	4 1/2	Ceiling in Flat	3
3rd Ditto	"	"	"	Wales	5	Ditto Bilge to Clamp	3
Top Timbers	"	9 1/2	" 8 1/2 5	Topsides	3	Hold Beam Clamps	4 1/2
Deck Beams N <sup>o</sup> . of 17	"	9 1/2	" 9 1/2 7	Sheer Strakes	2 1/2	Deck Beam Ditto	4 1/2
Hold Beams N <sup>o</sup> . of 16	"	7 1/2	" 7 1/2 8 1/2	Plank Sheers	5 1/2	Ceiling 'twixt Decks	2 3/4
Keel	"	13	" 15	Water-Ways	6	Hold Beam Shelves	5
Kelsons	"	10	" 26	Upper Deck	5 1/4	Deck Beam Ditto	4 1/2

Copper.		Copper.		Iron:	
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Foot Waling	3 1/2	Hold Beam	1
Scarp of Keel N <sup>o</sup> . of 8	7/8	Butt End Bolts	3 1/2	Deck Beam	7/8
Floor Timber Bolts	1 1/2	Lower Pintle of the Rudder	3 1/4		
Kelson ditto	1 1/2				
Transoms and throats of Hooks	1 1/2				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 2 3/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apparently free from all defects.

The Floors and first Foothooks are composed of Foreign White Oak Timber. The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 feet 0 1/2 inch N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good

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

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of Foreign White Oak and the False Kelson of Foreign White Oak

The Scarphs of the Kelsons are not less than three feet seven inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm

From the first Foothook Heads to the Light Water Mark of Foreign White Oak

From the Light Water Mark to the Wales of Foreign White Oak

The Wales and Black-strakes are of English Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Pitch Pine

The Decks of Yellow Pine State of Good Yellow Pine

The Shifts of the Planking are not less than Five 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 Regular & straight between

Planking Inside.—The Limber-strakes are composed of Foreign White Oak the Bilge Planks of Foreign White Oak

The Ceiling, Lower Hold, of Foreign White Oak Between Decks of Foreign White Oak & Pitch Pine

Shelf Pieces of Foreign White Oak Clamps of Foreign White Oak

Fastenings.—To Hold Beams Double wood knees and Stringers

Deck Beams Double wood knees & Stringers & 10 Diagonal Iron knees on each side

Number of Breasthooks Four Pointers One Pair Crutches One

Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Securely bolted through and clenched.

General Quality of Workmanship Sound and good throughout

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name Walter Hood & Co

Surveyor's Name Wm Christie



Lower masts of good yellow Pine the other masts & spars of good Baltic 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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	240	Chain .....	1 7/8	3	Bower,	10-2-17, 17-1-20, 14-3-12
1	Fore Top Sails,		Hempen Stream Cable .....		1	Stream,	4-3-21
2	Fore Topmast Stay Sails,	100	Hawser .....	6	2	Kedge,	3-0-10, 1-3-4
1	Main Sails,	90	Towlines .....	9			
2	Main Top Sails,	120	Warp .....	4x3			
and the other sails good			All of <u>Good</u> quality.				

Her Standing and Running Rigging Do Spinnaker chain sufficient in size and Good in quality.

She has One barrel built Long Boat and One delinger built Skiff & gig  
The present state of the Windlass is Good Capstan Good and Rudder Good

**General Remarks—Statement and Date of Repairs.**

Frame good in quality well wrought and Shifled, the  
Spacing equal to the Rules, The Scantling larger than  
the Rules require, would work full squared entirely  
free from Sap if reduced to the Scale,

The quality of planking both outside  
and Inside is good and Sound all properly Shifled  
and free from Sap or defect, fully equal to 9 A.

The fastenings are all as good as they can be  
firmly fitted and securely bolted and clenched,

Her appearance is firm & Substantial  
Surveyed by me during the Building and when  
ready for Sea,

If Sheathed, Doubled, Felted, or Coppered Sheathed with copper When last done In October 1844  
& Felted,

I am of opinion this Vessel should be Classed 9 A.

The Amount of the Fee.....£ 4 : 0 : 0 is received by me, Wm. H. H. H.

Special .....£ : :

Committee's Minute 20<sup>th</sup> October 1841

Character assigned 1 for 9 years