

No. 190 Survey held at Port Madoc Date 3 Aug 1848
 on the Schooner Agnes Master Moniz Owens
 Tonnage 108 Built at St John's N.B. When built Registered 31 Dec 1845
 by whom built Thomas & Millide Owners Robert Jones Moniz Owens &c
 Port belonging to Port Madoc Destined Voyage Port Madoc to Hamburg
 & Surveyed Afloat or in Dry Dock On ground dry Beach

Length aloft	72	Feet.	Inches.	Extreme Breadth	18 3/4	Feet.	Inches.	Depth of Hold	10 3/10	Feet.	Inches.
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	10	Inches.	Outside.				Inside.			
Floors	sided	9 1/2	Moulded	Keel to Bilge	2 3/4			Foot Waling	3		
1st Foothooks	"	9	"	Bilge Planks	5			Bilge Planks	5		
2nd Ditto	"	9	"	Bilge to Wales	2 1/2			Ceiling in Flat	2 1/2		
3rd Ditto	"	7 1/2	"	Wales	4			Ditto Bilge to Clamp	2 1/2		
Top Timbers	"	7 1/2	"	Topsides	2 1/2			Hold Beam Clamps	2 1/2		
Back Beams N° of 15	"	9	"	Sheer Strakes	3			Deck Beam Ditto N° 2	4 8-6		
Beams N° of 2	"	7 1/2	"	Plank Sheers	3			Ceiling 'twixt Decks	2 1/2		
	"	9 1/2	"	Water-Ways	6			Hold Beam Shelves			
	"	10 1/2	"	Upper Deck	2 3/4			Deck Beam Ditto			
Size of Bolts in Fastenings.				Iron.							
Knee, and Dead Wood abaft	1			Bolts thro' the Bilge and Foot Waling	3 1/2			Hold Beam	3 1/2		
Scarphs of Keel N° 6	3 1/4			Butt End Bolts	3 1/2			Deck Beam	3 1/2		
Floor Timber Bolts	1			Lower Pintle of the Rudder	2 3/4						
Kelson ditto	1										
Transoms and throats of Hooks	1										
Arms of Hooks	7/8										

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Hackmatack the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack and are quite free from all defects. as far as may be seen. The Floors and first Foothooks are composed of Black Birch Timber. The other Foothooks and Top Timbers of Hackmatack. The Shifts of the first and second Foothooks are not less than N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are . 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 when may be seen. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place. The Frame is chocked with Butt at each end of the chock. The Main Kelson is composed of Red Pine and the False Kelson of Good Elm of 54 feet long by 10 square. The Scarphs of the Kelsons are not less than 5 feet 4 inches. The Deck and Hold Beams are composed of The Beams of Hackmatack, Hold Beams of British Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Black Birch. From the first Foothook Heads to the Light Water Mark of Yellow Pine. From the Light Water Mark to the Wales of . The Wales and Black-strakes are of . The Topsides of Yellow Pine. The Sheer-strakes and Plank-sheers of Red Pine. The Water-ways of . The Decks of Yellow Pine. State of Good quality. 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 between Black Birch the Bilge Planks of Black Birch. **Planking Inside.**—The Limber-strakes are composed of Black Birch. Between Decks of Yellow Pine. The Ceiling, Lower Hold, of Black Birch. N° 2 Clamps of Yellow Pine & Hackmatack. Shelf Pieces of . **Fastenings.**—To Hold Beams British Oak knees fixed at Port Madoc. Deck Beams of Hackmatack double Loding knees fixed at Port Madoc. Number of Breasthooks 3 good lengths Pointers One each side Crutches One each side. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Iron bolted through and clenched. General Quality of Workmanship is excellent Good quality.

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

Builder's Name

Surveyor's Name John Jones

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.		N ^o .	
	Fore Sails,	37	Moor Chain	2	Bower, 6wt 2 ¹ / ₂ lb
	Fore Top Sails,	55	Chain	1	Stream, 3 - 2 - 10
	Fore Topmast Stay Sails,		Hempen Stream Cable	1	Kedge, 2 - 2 -
	Main Sails,	90	Hawser	1	5 - 1 - 2
	Main Top Sails,	50	Towlines		
and			Warp		
			All of <u>good</u> quality.		

Her Standing and Running Rigging are good sufficient in size and seem like very good in quality.

She has one copper fastened Long Boat and

The present state of the Windlass is sound Capstan and Rudder is good

General Remarks—Statement and Date of Repairs.

This Vessel was Built at Little River St John's New Brunswick, Brought to Liverpool for Sale, where the present Owners Bought her & brought her to Dart Madoe to be finished—they gave new Cabin & Trussing the two Head Beams & Knees together with four very strong Iron hanging Knees to the upper Deck Beams in both sides—Fastened with three 7/8 Bolts to the Beam & Five 2" to the Vessel's Side all through & clenched—A Staircase of the Ceiling in each Side above Bilge & another below Clamps has been left Open for inspection of the Frame Timber—The present Owners had the spaces between the 2nd & 3rd Footlocks & Top timber filled up with Rock Salt from light Water Mark upwards—Enclosed I send you the Certificates of testing 110 Fathoms Chain—the remaining 45 Fathoms were on Board coming from St John's but not tested in Liverpool, as the Owners did not know it was necessary, it is of the same size as those tested—This Vessel is handsomely fitted out in every manner respect and abundantly found in all Materials & Stores

She has Sails
viz 1 Mainsail
1 Fore & aft Topsail
1 Fore Stay sail
2 Standing Jibs
2 Outer
1 Topsail & 1 Gall
1 Gall
1 Squaresail
2 Standing Sails

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed 5-A1

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

Certificate
Special£ : 5 :

Committee's Minute 21st Aug. 1846

Character assigned A 1 for 5 years

Please to send me a Certificate of the Character assigned