

No. 99 Survey held at Appleton Date January 6 1860  
 on the Schooner St. Agnes Master Robt. Carter  
 Tonnage 65 Built at Bridford When built 1837  
 By whom built George Crocker Owners H. S. Perkins  
 Port belonging to St. Ives Destined Voyage Mansea  
 If Surveyed Afloat or in Dry Dock on the Shipwrights Wharf

99  
 19

Length aloft ..... 52 Feet. 6 Inches. Extreme Breadth ..... 14 Feet. 2 Inches. Depth of Hold ..... 9 Feet. 4 Inches.

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

Copper. Iron		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft .....	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling .....	<u>5/8</u>	Hold Beam .....	
Scarphs of Keel.....N <sup>o</sup> . <u>6</u> .....	<u>3/4</u>	Butt End Bolts .....	<u>1/2</u>	Deck Beam .....	<u>3/4</u>
Floor Timber Bolts .....	<u>7/8</u>	Lower Pintle of the Rudder .....	<u>2</u>		
Kelson ditto .....	<u>1</u>				
Transoms and throats of Hooks .....	<u>7/8</u>			same in Iron above the Copper.....	
Arms of Hooks .....	<u>3/4</u>				

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

Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of English Oak Timber. English Oak

The other Foothooks and Top Timbers of English Oak

The rest of the Shifts of the Frame are this vessel not shipped therefore the frame is not exposed N. B. When less than prescribed by the Rule, state how many.

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

The alternate Frames are 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 English Oak and the False Kelson of

The Scarphs of the Kelsons are not less than six feet 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 English Elm & English Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

The Topsides of English Oak

The Sheer-strakes and Plank-sheers of Do

The Water-ways of Do

The Decks of Yellow Pine

State of Very Good

The Shifts of the Planking are not less than Two 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

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak

Between Decks of English Oak

Shelf Pieces of

Clamps of English Oak

**Fastenings.**—To Hold Beams Good Iron

Deck Beams Good Iron bolted both 7/8 Iron

Number of Breasthooks Three

Pointers

Crutches

Butts End Bolts are of 1/2 Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 7/8 Iron bolted through and clenched.

General Quality of Workmanship

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

Builder's Name Geo Crocker

Surveyor's Name James Brown





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,	75	Chain .....	7 1/2	1	Anchor
1	Fore Top Sails,	90	Hempen Stream Cable .....	1 3/4	1	Bower,
2	<del>Fore Topmast Stay Sails,</del>	(80)	Hawser .....	6 1/2	1	Stream,
2	Main Sails,	(80)	Towlines .....	1 1/2	1	Kedge,
1	Main Top Sails,	120	Warp .....	4	1	Q.
and all necessary sails			All of <u>good</u> quality.	3		

Her Standing and Running Rigging all very good sufficient in size and good in quality.

She has one Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

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

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A 1 9 years

<sup>2</sup> The Amount of the Fee.....£ 1 : 1 : 0 is received by me,  
Special .....£ : : James Brown

Committee's Minute 24<sup>th</sup> Jan'y 1840

Character assigned A 1 for 9 years



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