

No. 705 Survey held at Bristol Date 15th September 1847
 on the Barque Agnes Master Burges
 Tonnage 299 Built at Bristol When built August 1842
 By whom built Yelhouse Hill & Co. Owners Thomson & Co.
 Port belonging to London Destined Voyage Jamaica
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. <u>99</u> Inches. <u>6</u>	Extreme Breadth	Feet. <u>25</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>19</u> Inches. <u>10</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	Inches. <u>12</u>	Moulded	Inches. <u>13</u>	Outside.	Inches. <u>3</u>
Floors	sided <u>10</u>			Keel to Bilge	<u>3</u>
1 st Foothooks	" <u>9 1/2</u>	" <u>10</u>		Bilge Planks	<u>3 3/4</u>
2 nd Ditto	" <u>7 1/2</u>	" <u>9</u>		Bilge to Wales	<u>3</u>
3 rd Ditto	" <u>7 1/2</u>	" <u>8</u>		Wales	<u>4 1/2</u>
Top Timbers	" <u>7</u>	" <u>8 1/2</u>	<u>5</u>	Topsides	<u>2 1/2</u>
Deck Beams	N ^o . of <u>13</u>	" <u>9 1/2</u>	" <u>8 1/2</u>	Sheer Strakes	<u>3 1/4</u>
Hold Beams	N ^o . of <u>12</u>	" <u>11</u>	" <u>11</u>	Plank Sheers	<u>3 1/2</u>
Keel	" <u>10 1/2</u>	" <u>14</u>	" <u>14</u>	Water-Ways	<u>7 1/2</u>
Kelsons	" <u>12</u>	" <u>16</u>	" <u>16</u>	Upper Deck	<u>3</u>
Inside.			Iron.		
				Foot Waling	<u>3 1/2</u>
				Bilge Planks	<u>3 1/2</u>
				Ceiling in Flat	<u>2 3/4</u>
				Ditto Bilge to Clamp	<u>2 1/2</u>
				Hold Beam Clamps	<u>2 3/4</u>
				Deck Beam Ditto	<u>3 1/2</u>
				Ceiling 'twixt Decks	<u>3</u>
				Hold Beam Shelves	<u>6 1/2</u> <u>11 1/2</u>
				Deck Beam Ditto	<u>5</u> <u>11</u>
Copper.			Size of Bolts in Fastenings.		
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/8</u>	<u>Copper & Yellow Metal</u>		Inches. <u>3/4</u>	Hold Beam
Scarp of Keel	N ^o . <u>8</u>	<u>Copper.</u>		Inches. <u>5/8</u>	Deck Beam
Floor Timber Bolts	<u>1</u>	Bolts thro' the Bilge and Foot Waling		Inches. <u>2 3/4</u>	
Kelson ditto	<u>1</u>	Butt End Bolts			
Transoms and throats of Hooks	<u>1</u>	Lower Pintle of the Rudder			
Arms of Hooks	<u>7/8</u>				same in Iron above the Copper

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 4 to 6 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 Do Timber. The other Foothooks and Top Timbers of Do. The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are the same. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is same. 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 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 English Oak and the False Kelson of. The Scarphs of the Kelsons are not less than 6 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. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of Do. The Wales and Black-strakes are of Do. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Do. The Water-ways of Red-pine. The Decks of Yellow-pine State of very good. The Shifts of the Planking are not less than 5 Feet 3 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 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 Do Clamps of Do.

Fastenings.—To Hold Beams Stringers and Stale Iron Nails & 3 Iron hanging Nails under Cabin deck & outside. Deck Beams Shelf pieces single wood lodging Nails, main hatch beams double, and 6 Iron hanging Nails and one. Number of Breasthooks 3 wood & one Iron Pointers two Crutches one & transoms Nails. Butts End Bolts are of Copper & Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling same bolted through and clenched. Span Deck beams 3/4-4/4. Hold beams 3/4 & 4/0. General Quality of Workmanship very good.

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

Builder's Name Yelhouse Hill & Co.

Surveyor's Name Ames Wood

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 .	
2	Fore Sails,	200	Chain	1 3/8		Bower, 17 1/2 = 18 1/2 + 9 1/2
1	Fore Top Sails,		Hempen Stream Cable			Stream, 3 - 2 - 10
2	Fore Topmast Stay Sails,	90	Hawser	6 1/2		Kedge, 1 - 3 - 2
1	Main Sails,	100	Towlines	5 1/2		
2	Main Top Sails,	100	Warp	3 1/2		
and <u>all new</u>			All of <u>good</u> quality.			

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

She has One Long Boat and Two Quarter Boats

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

2 Wood & 2 Bilge pumps

General Remarks—Statement and Date of Repairs.

*This vessel has been surveyed in all her stages—
Is well wrought in all parts and the materials
all very good of their respective kinds.*

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done August 1842

I am of opinion this Vessel should be Classed 12 A1.

The Amount of the Fee.....£ 3 : - is received by me,

Special£ :

certificate
Committee's Minute 10th September 1842

gsl
Character assigned A 1 per 12 ton



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