

No. 530 Survey held at Greenock Date 15th May 1838.
on the New Schooner "Agnes" Master William Duncan.
Tonnage 137 Old 125 New Built at Greenock When built May 1838.
By whom built Robert Duncan & Co. Owners Ferguson & Thorne.
Port belonging to Greenock Destined Voyage Clyde to Havannah.
If Surveyed Afloat or in Dry Dock On the Stocks.

Length aloft.....76^{Feet.}10^{Inches.} Extreme Breadth amidships.....17^{Feet.}7^{Inches.} Depth of Hold11^{Feet.}3^{Inches.}

Scantlings of Timber.

Timber and Space	each	Inches	Inches	Inches
Floors	sided	9	Moulded	9½
1 st Foothooks	"	8	"	7½
2 nd Ditto	"	7	"	6½
3 rd Ditto	"	6½	"	5½
Top Timbers	"	6	"	4½
Deck Beams	Number of <u>17</u>	8	"	8 5½
Hold Beams	No. <u>5</u>	8½	"	9 7½
Keel	"	11	"	12
Kelsons	"	12	"	13½ & 3

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2½	Foot Waling	2¾
Bilge Planks	4	Bilge Planks	3
Bilge to Wales	2½	Ceiling in Flat	2½
Wales	4	Ditto Bilge to Clamp	2½
Topsides	2½	Hold Beam Clamps	3
Sheer Strakes	2½	Deck Beam Ditto	3
Plank Sheers	2½	Ceiling 'twixt Decks	2½
Water-ways	4½	Hold Beam Shelves	"
Upper Deck	2½	Deck Beam ditto	4½
		Lower Deck Spirketting	2½
		Upper " "	2½

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	¾	Bolts thro' the Bilge and Foot Waling	5/8	Hold Beam	1/8
Scarp of Keel	¾	Butt End Bolts	1/2	Deck Beam	3/4
Floor Timber Bolts	7/8	Lower Pintle of the Rudder	2¾		
Kelson ditto	7/8			same in Iron above the Copper	7/8
Transoms and throats of Hooks	7/8				3/4
Arms of Hooks	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3½ Inches. The Space between the Top-timbers is 2½ to 4½ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British & African Oak and are free from all defects.

Her Floors and first Foothooks are composed of British & African Oak Timber.

Her other Foothooks and Top Timbers of British & African Oak.

Her Shifts of the first and second Foothooks are not less than 3 feet 5 to 3 feet 7 in. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are good.

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

The alternate Frames are all bolted together to Gunwale.

The Butts of the Timbers are all close together; their thickness not less than 1/3 & 1/4 of the entire moulding at that place.

The Frame is well chocked with some Butts at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of American Oak.

The Scarphs of the Kelsons are not less than five feet six inches.

The Deck and Hold Beams are composed of African Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Oak.

From the first Foothook Heads to the Light Water Mark of Red Pine & Oak.

From the Light Water Mark to the Wales of Red Pine.

The Wales and Black-strakes are of African & British Oak.

The Topsides of Pitch Pine, and Mamel Pine.

The Sheer-strakes of British & African Oak Decks, and state of, Yellow Pine, New.

The Gunwales of African Oak Water-ways of Red Pine.

The Shifts of the Planking are not less than 5 & 6 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of American Oak, Red Pine the Stringers of American Oak.

The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak & Red Pine.

Fastenings.—To Hold Beams Iron knees below Beams.

Deck Beams Double lodging knees of British Oak, and Stringer.

Number of Breasthooks Four Pointers Crutches

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

Bilge and Footwaling Copper bolted through and clenched. footwaling iron Bolted.

General Quality of Workmanship good.

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

Builder's Name

Surveyor's Name

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
Fore Sails,	150	Chain	2
Fore Top Sails,	70	Hempen Stream Cable.....	1
Fore Topmast Stay Sails,	70	Hawser	3 3/4
Main Sails,	45	Towlines	5
Main Top Sails,		Stream Chain	8
and a Complete Set of New Sails		Warp	
		All of <u>good</u> quality.	

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

She has a Long Boat and Solly Boat.

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

Two lead Pumps Good.

General Remarks—Statement and Date of Repairs.

Laid on in November 1837 and launched 14th May 1838, Surveyed at the three prescribed periods, and at other times Specially while Building. Frame English and Scotch Oak, of good quality, and Very well Squared; the whole of the frames bolted together, to Gunwale, Cross Chocks, and full Butts; Some of the Chocks bolted at Bilges, Planking and Ceiling, as per Other Side, well wrought and Shifted; Beams sufficient in Number, and well Secured; Copper Bilge & Butt bolted thro' and clenched on Rings, Helson Bolts thro' each floor, and clenched on Rings; footwaling iron bolted; She is otherwise well fastened and finished.

Special Survey Fee £5.5/- Paid.

If Sheathed, Doubled, or Felted, Felted two Courses below the Wale, and Coppered to the
and Date when last done Wale, over plates below, in May 1838.

And Am of opinion this Vessel should be Classed "A 1"

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

Wm. D. Cummins

Committee Minute 10 July 1838

Character assigned A 1 for 8 Years

C. H.

[Signature]



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