

No. 115 Survey held at Dundee Date 7 May 1840 515
on the Schooner Agnes & Mary Master Alexander Lindsay
Tonnage 117 ²⁶⁴⁸/₃₅₀₀ Built at Dundee When built May 1840
By whom built Alp & R. Brown Owners Thomas Low
Port belonging to Dundee Destined Voyage _____
If Surveyed Afloat or in Dry Dock Sundry previous Building and finished

Length aloft 66 ^{Feet.}/_{Inches.} 9 Extreme Breadth 18 ^{Feet.}/_{Inches.} 3 Depth of Hold 11 ^{Feet.}/_{Inches.} 9

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

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>3/4</u>
Scarp of Keel..... <u>Scarp</u> N ^o . <u>10</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>7/8</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>7/8</u>				
Arms of Hooks	<u>3/4</u>				

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 5 1/2 Inches. The Stem, Stern Post, are composed of Continental Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Continental & Dutch Oak and are all free from all defects.

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

The other Foothooks and Top Timbers of 2nd Foothooks and Top Timbers British

The Shifts of the first and second Foothooks are not less than 2 ft 10 in N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 ft

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

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 10 of the entire moulding at that place.

The Frame is stale chocked with no Butt at each end of the chock.

The Main Kelson is composed of Pitch pine and the False Kelson of Elm

The Scarphs of the Kelsons are not less than — feet — inches. one piece

The Deck and Hold Beams are composed of Continental Oak

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

From the first Foothook Heads to the Light Water Mark of Red pine

From the Light Water Mark to the Wales of Red pine & oak hood

The Wales and Black-strakes are of Irish oak on Red pine The Topsides of Red pine

The Sheer-strakes and Plank-sheers of Dantra Oak The Water-ways of Red pine

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 Thru between

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

The Ceiling, Lower Hold, of Red pine Between Decks of Red pine

Shelf Pieces of — Clamps of Red pine

Fastenings.—To Hold Beams Double wood Laging knees

Deck Beams Double wood Laging knees

Number of Breasthooks Four Pointers none Crutches none

Butts End Bolts are of Main metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name A & R Brown

Surveyor's Name D. Wright

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
/	Fore Sails,	150	Chain	15 1/6	2	Bower, S'	
/	Fore Top Sails,	70	Hempen Stream Cable	6 1/2	/	Stream,	
/	Fore Topmast Stay Sails,	70	Hawser	5 1/4	/	Kedge,	
/	Main Sails,	75	Towlines	4			
/	Main Top Sails, <i>Turn Turn</i>	75	Warp	3 1/4			
and <i>several small sails</i>			All of <u>Best</u> quality.				

Her Standing and Running Rigging is all sufficient in size and of Best in quality.

She has One Long Boat and One Tolly Boat

The present state of the Windlass is Well fitted Capstan Well fitted and Rudder Well fitted

General Remarks—Statement and Date of Repairs.

*This is a substantial little vessel well fitted with best
Stores well fastened and adapted for the safe conveyance
of Dry and perishable Cargoes*

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed 7 A 1

The Amount of the Fee.....£ 2 : 2 is received by me David Wright
Special£ Certified

Committee's Minute 12th May 1840

Character assigned A 1 for 7 years
[Signature]



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