

No. 710 Survey held at Dundee Date Sept 20th 1842
 on the Schooner Agnes Master James Mather
 Tonnage 89 ³⁰⁴⁷/₃₅₀₀ Built at Dumfries When built Sept 1841
 By whom built David Salaman Owners Captain & Crew
 Port belonging to Dundee Destined Voyage Honfleur
 If Surveyed Afloat or in Dry Dock Surveyed at sundry periods Building and at present afloat

Length aloft	Feet. Inches. <u>65</u> <u>5/10</u>	Extreme Breadth	Feet. Inches. <u>17</u> <u>3/10</u>	Depth of Hold	Feet. Inches. <u>10</u> <u>5/10</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>10</u>			Outside.	Inside.
Floors	sided <u>8</u>	Moulded	<u>9</u> <u>6/4</u>	Keel to Bilge	Foot Waling
1 st Foothooks	<u>7 1/4</u>	"	<u>6 1/2</u> <u>6/6</u>	Bilge Planks	Bilge Planks
2 nd Ditto	<u>7</u>	"	<u>6 1/4</u> <u>5 3/4</u>	Bilge to Wales	Ceiling in Flat
3 rd Ditto	<u>7</u>	"	<u>6</u> <u>6</u>	Wales	Ditto Bilge to Clamp
Top Timbers	<u>6 1/2</u>	"	<u>5 1/2</u> <u>4</u>	Topsides	Hold Beam Clamps
Deck Beams N ^o . of <u>15</u>	<u>8</u>	"	<u>8</u> <u>3</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o . of <u>—</u>	<u>—</u>	"	<u>—</u> <u>—</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	<u>10</u>	"	<u>13</u>	Water-Ways	Hold Beam Shelves
Kelsons	<u>11</u>	"	<u>15</u>	Upper Deck	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
Keel-Knee, and Dead Wood abaft	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>—</u>
Scarphs of Keel	<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</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 1 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are free free from all defects. The Floors and first Foothooks are composed of Pontenental & English oak Timber. The other Foothooks and Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than 2 1/2 6 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts, of the Frame are 3 1/2 6 1/2. The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fairly squared. 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 1/3 of the entire moulding at that place. The Frame is well chocked with no Butt at each end of the chock. The Main Kelson is composed of Quebec oak and the False Kelson of —. The Scarphs of the Kelsons are not less than — feet — inches. one piece. The Deck and Hold Beams are composed of English oak.

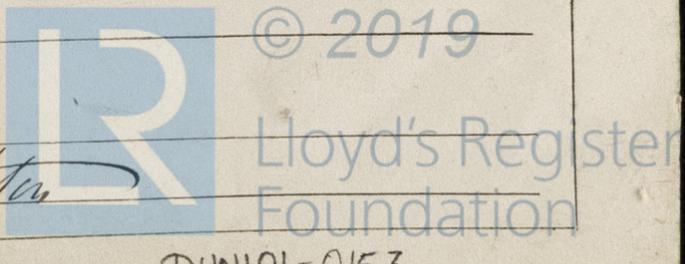
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Pontenental oak. From the Light Water Mark to the Wales of Pontenental oak. The Wales and Black-strakes are of English & Foreign oak. The Topsides of Pitch pine. The Sheer-strakes and Plank-sheers of English oak. The Water-ways of Pitch 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 only 3 some 2 at ends between

Planking Inside.—The Limber-strakes are composed of English oak the Bilge Planks of English oak. The Ceiling, Lower Hold, of Pitch pine & Elm Between Decks of —. Shelf Pieces of — Clamps of Quebec oak.

Fastenings.—To Hold Beams Deck Beams Double wood Lodging knees. Number of Breasthooks Four Pointers None Crutches None. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper 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 —
 Surveyor's Name David Lightfoot



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 .
/	Fore Sails,	150	Chain	7/8	2
/	Fore Top Sails,	70	Hempen Stream Cable	5-	/
/	Fore Topmast Stay Sails,	70	Hawser	4 3/4	/
/	Main Sails,	70	Towlines	3 1/4	
/	Main Top Sails,	70	Warp	2 1/2	
	and <u>One full Port Deck sail</u>		All of _____ quality.		

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

She has One Long Boat and _____

The present state of the Windlass is Well fitted Capstan Well and Rudder Well hung
with Tyark & Dornsen's patent

General Remarks—Statement and Date of Repairs.

*This is a good substantial vessel of her class in best order
 throughout in Hull and Store well adapted for the safe conveyance
 of Dry and Bulkhead cargo*

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

I am of opinion this Vessel should be Classed PAI

The Amount of the Fee.....£ / : : is received by me,
 Special£ : :

David Gifford

Committee's Minute 23rd Sept 1842

Character assigned A for Good

[Handwritten mark]

[Handwritten signature]

