

No. 1220 Survey held at Dundee

Rec 30/3/48 Date 27th March 1848

on the Schooner "Agnes" Master Alex Clark

Tonnage 46 1/2 Built at Dundee When built March 1848

By whom built Thomas Adamson Owners J. C. Ritchie & others

Port belonging to Dundee Destined Voyage Baltic

If Surveyed Afloat or in Dry Dock Sundry periods building

Length aloft	71 9/10	Extreme Breadth	17 9/10	Depth of Hold	10 7/10
Scantlings of Timber.					
Timber and Space	each 10	Moulded	8 1/2	Keel to Bilge	2 1/4
Floors	sided 7	"	7 6	Bilge Planks	3 1/2
1 st Foothooks	" 6 3/4	"	6 6 1/2	Bilge to Wales	2 1/4
2 nd Ditto	" 6 1/2	"	6 6 1/2	Wales	3 1/2
3 rd Ditto	"	"	6 1/2	Topsides	2 1/4
Top Timbers	" 6	"	6 1/2	Sheer Strakes	3
Deck Beams N ^o 17	Average Space 3 ft 3 in	"	6 3/4	Plank Sheers	5
Hold Beams N ^o 1	Average Space 3 ft 3 in	"	9	Water-Ways	5
Keel	" 9	"	12	Upper Deck	2 1/2
Kelsons	" 11	"	18		

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron.	Inches.	Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft	7/8	Bolts thro' the Bilge and Foot Waling	5/8
Scarphs of Keel	3/4	Butt End Bolts	5/8
Floor Timber Bolts	7/8	Lower Pintle of the Rudder	2 1/4
Kelson ditto	1		
Transoms and throats of Hooks	7/8		
Arms of Hooks	3/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 3/4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Larch & 2nd hand Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of 2nd hand Oak & Larch and are — free from all defects. The Floors and first Foothooks are composed of Larch, Elm, Ash and some of Willow Timber. The other Foothooks and Top Timbers of Larch Oak and Red Pine. The Shifts of the first and second Foothooks are not less than 2 ft 4 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 2 ft 4 in. The Frame is indifferently squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is indifferently squared. The alternate Frames are all bolted together. The Butts of the Timbers are all close together; their thickness not less than 1/8 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 Elm and the False Kelson of Elm. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of 2nd hand Oak and Larch & Elm.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Larch & Elm. From the first Foothook Heads to the Light Water Mark of Elm & Red Pine. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of Elm. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Elm. The Water-ways of Red Pine. The Decks of Yellow Pine. State of Good. 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 Three between the Bilge Planks of Elm.

Planking Inside.—The Limber-strakes are composed of Elm. Between Decks of Red Pine. The Ceiling, Lower Hold, of Red Pine. Shelf Pieces of Red Pine. Clamps of Elm & 2nd hand Oak.

Fastenings.—To Hold Beams Deck Beams are iron strap round a timber, half piece, & three hanging iron brace on each side down to floors. Number of Breasthooks Four Pointers (none) Crutches (none). Butts End Bolts are of Iron & some of Elm 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, Surveyor's Signature David Lighter

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 .	
1	Fore Sails,	160	Chain	7/8	2	Bower, ^{200 lb} 600-9 5-3-
2	Fore Top Sails,	75	Hempen Stream Cable	7	1	Stream,
1	Fore Topmast Stay Sails,	75	Hawser	5	1	Kedge,
1	Main Sails,	75	Towlines	3		
	Main Top Sails, ^{Steen Bays}		Warp			
	and <u>well fitted with fails</u>		All of <u>good</u> quality.			<u>32 fathoms 7/8 Denning Chain</u> <u>Chain tested with a proof strain</u> <u>of 18 tons</u>

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 Stinch and Rudder well hung

General Remarks—Statement and Date of Repairs.

This is a very well finished vessel, but of very mixed material and inferior squaring, Stern Frame second hand Oak, and some second hand Oak in Frame, but the second hand Oak is good, the hard wood in bottom consists of some of nearly all description of home growth, she is double floored and well fastened, has a long Hatchway adapted for carrying Machinery, and well secured with half beams, and heavy beams, carried well fore and aft is fastened with iron Bolts

Note. Mr. Breeze saw this vessel when about half framed

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done _____
 I am of opinion this Vessel should be Classed AI for 5 Years of the application of the Rules will
 The Amount of the Fee.....£ 1 : - : - is received by me, David Wright Warrant
 Special£ - : - :
 Certificate (if required)£ - : 5 : -

Committee's Minute 31 March 1848
 Character assigned AI for 5 Years
David Wright
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