

No. 1493 Survey held at Dundee Date 23rd July 1853
on the Parquet Lady Agnes Duff Master Adam Blacklock
Tonnage Old 387 45/64 Built at Dundee When built July 1853
By whom built Calman & Mathew Owners Isaac Cruikshanks & others
Port belonging to Macduff Destined Voyage Cape of Good Hope
If Surveyed while Building, Afloat, or in Dry Dock Surveyed at sundry periods Building

Length aloft	125	Feet. Inches.	Extreme Breadth	23 3/10	Feet. Inches.	Depth of Hold	16 5/10	Feet. Inches.
Scantlings of Timber.				Thickness of Plank.				
Room and Space	each	13 1/2	Inches.					
Floors	sided	11 1/2	Moulded	12 10	Outside.	Inches.	Inside.	Inches.
1 st Foothooks	"	10 1/2	"	10 9 1/2	Keel to Bilge	3	Limber Strakes	4 1/2
2 nd Ditto	"	9 1/2	"	9 1/2 8 1/2	Bilge Planks	4	Bilge Planks	4 1/2
3 rd Ditto	"	"	"	"	Bilge to Wales	3 1/2	Ceiling in Flat	3
Top Timbers	"	8 3/4	"	8 5 1/2	Wales	4 1/2	Ditto Bilge to Clamp	3
Deck Beams N° 21	Average Space	4 ft 4 in	"	9	Short Hoods	4	Hold Beam Clamps	7 x 4 Drift
Hold Beams N° 14	Average Space	5 ft 8 in	"	11 1/2	Topsides	3	Deck Beam Ditto	6 x 3 1/2 D.
Keel	"	12	"	14	Sheer Strakes	4	Ceiling 'twixt Decks	2 3/4
Keelsons	"	13	"	20 1/2	Plank Sheers	3	Hold Beam Shelves	"
Scarp of Ditto	"	5 1/2	Feet	"	Water-Ways	6 1/2	Deck Beam Ditto	"
					Upper Deck	3	Lower Spirkelling	4

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper 1 1/8	Iron -	Transoms and throats of Hooks	Copper 1 1/8	Iron -	Lower Pintle of the Rudder	Copper 2 3/4	Iron -
Scarp of Keel.....N°. 8	Copper 3/4	Iron -	Arms of Hooks	Copper 7/8	Iron -	Hold Beam	Copper 1	Iron -
Floor Timber Bolts	Copper 1 1/8	Iron -	Bolts thro' Bilge & Limber Strakes	Copper 1 3/4	Iron -	Deck Beam	Copper 1	Iron -
Kelson ditto	Copper 1 1/8	Iron -	Butt End Bolts	Copper 5/8	Iron -	Fastened with Yellow Metal to stop of Wales		

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 4 3/4 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of Foreign Oak The First Foothooks of Foreign Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 3 ft 9 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 ft 9 in The Frame is well squared from the first Foothook Heads upwards, and nearly free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. 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 m Butt at each end of the chock. The Main Keelson is Greenheart timber and free from all defects. The False Keelson is Foreign Oak The Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Foreign Oak From the Light Water Mark to the Wales Foreign Oak The Wales and Black-strakes are English Oak & Teak The Topsides Teak The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak The Decks 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 three between

Planking Inside.—The Limber-strakes are Foreign Oak the Bilge Planks Foreign Oak The Ceiling, Lower Hold, Foreign Oak Between Decks Foreign Oak Shelf Pieces — Clamps Foreign Oak

Fastenings.—To Hold Beams, Iron Staple Lodging Strees and a pair of Vertical hanging Iron Strees down to floor Deck Beams Iron Staple Lodging Strees and a pair of Vertical hanging Iron Strees in Main Deck and three pairs in raised Quarter Deck, five pairs fitted as standards Number of Breasthooks Four Pointers 2 Crutches One Butts End Bolts are of Yellow Metal in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treennails of English Oak How Made Turned General Quality of Workmanship Good

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

Builder's Signature

Surveyor's Signature

David Taylor

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

700 (103)

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	120 1 3/8	Bower,	3 16.0.2
1	Fore Top Sails,	Hempen Stream Cable	90 1 5/8		15.1.0
2	Fore Topmast Stay Sails,	Hawser	75 6	Stream,	1 14.0.14
1	Main Sails,	Towlines	75 5		5.0.7
2	Main Top Sails,	Warp	75 4	Kedge,	1 2.3.0
and <u>well frayed with other sails</u>		All of <u>good</u> quality.			

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

She has One Long Boat and Two other Boats

The present state of the Windlass is well filled Capstan St. Andrew Rudder well hung Pumps St. Andrew
with Patent Purchase

General Remarks—Statement and Date of Repairs.

*This is a well built vessel of good material
and well fastened, is well fitted with good stores, and
adapted for dry and perishable cargoes*

If Sheathed, Doubled, Felted, or Coppered Sh. with S. Metal on test When last done July 1853

I am of opinion this Vessel should be Classed SA

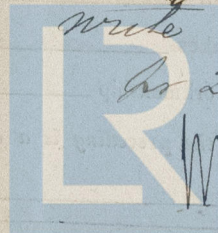
The Amount of the Fee.....£ 4 : - : - is received by me, David Lighter

Special£ - : - : -

Certificate (if required)£ - : 10 : -

Committee's Minute 2nd Aug 1853

Character assigned GA



Lloyd's Register
Foundation