

No. 1141 Survey held at Pierpool Date 8 Jan 1836
on the Brig Agnes Master Callis
Tonnage 351 Built at Maryport When built 1811
By whom built _____ Owners L. O. Bold
Port belonging to Spain Destined Voyage Africa
If Surveyed Afloat or in Dry Dock Dry dock

Length aloft.....	Feet. 101	Inches. 1	Extreme Breadth.....	Feet. 29	Inches. 1	Depth of Hold.....	Feet. 19	Inches. 1
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	Inches. 27	Inches. Middle 15	Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	18	Moulded 15	Keel to Bilge.....		Foot Waling.....	3 1/2	
1 st Foothooks.....	"	"	"	Bilge Planks.....		Bilge Planks.....	4	
2 nd Ditto.....	"	8	" 8	Bilge to Wales.....		Ceiling in Flat.....	2 1/2	
3 rd Ditto.....	"	8	" 7 1/2	Wales.....	5	Ditto Bilge to Clamp.....	2 1/2	
Top Timbers.....	"	8	" 7	Topsides.....	2 1/2	Hold Beam Clamps.....	4	
Deck Beams.....	"	11	" 11	Sheer Strakes.....	3	Deck Beam Ditto.....	3 1/2	
Hold Beams.....	"	11	" 12	Plank Sheers.....	3	Ceiling 'twixt Decks.....	2	
Keel.....	"	12	" 12	Water-ways.....	3	Hold Beam Shelves.....	5 1/2 x 14	
Kelsons.....	"	12	" 12	Upper Deck <u>pitch pine</u>	3	Deck Beam ditto.....		
Size of Bolts in Fastenings.				Iron.				
Copper.	Inches.	Copper.	Inches.	Hold Beam.....	1 1/2	Deck Beam.....	1 1/2	
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Deck Beam.....	1 1/2			
Scarp of Keel.....	N ^o .	Butt End Bolts.....						
Floor Timber Bolts.....		Lower Pintle of the Rudder.....	2 3/4					
Kelson ditto.....								
Transoms and throats of Hooks.....								
Arms of Hooks.....								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are _____ free from all defects. in necessary order when visible
Her Floors and first Foothooks are composed of English oak Timber.
Her other Foothooks and Top Timbers of English oak some rather defective
Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____
The Frame is fairly squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is fairly squared
The alternate Frames are _____ bolted together.
The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.
The Frame is _____ chocked with _____ Butt at each end of the chock.
The Main Kelson is composed of pine and the False Kelson of pine
The Scarphs of the Kelsons are not less than 7 feet _____ inches.
The Deck and Hold Beams are composed of English oak tolerably good

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
From the first Foothook Heads to the Light Water Mark of _____
From the Light Water Mark to the Wales of _____
The Wales and Black-strakes are of African oak good
The Topsides of African oak appears good
The Sheer-strakes of African oak good
The Gunwales of African oak good Water-ways of pitch pine
The Shifts of the Planking are not less than 5 1/2 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.

The Planking is wrought two between, generally, some between the Stringers of English oak some

Planking Inside.—The Clamps are composed of English oak and the remainder of the Ceiling of English oak fair and generally

Fastenings.—To Hold Beams single iron bolting, single iron bolting 16 pairs of iron hanging nails single stringer

Deck Beams double wood bolting single iron bolting 16 pairs of iron hanging nails
Number of Breasthooks five Pointers 2 pointers & crutches one

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 has been good

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

Builder's Name _____
Surveyor's Name James Carr

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 .
2	Fore Sails, <u>1 new</u>	100	Chain <u>1 3/8</u> ... <u>100</u>	3
2	Fore Top Sails,	90	Hempen Stream Cable.....	1
2	Fore Topmast Stay Sails,	90	Hawser <u>new</u>	1
2	Main Sails, <u>1 new</u>		Towlines	
3	Main Top Sails, <u>1 "</u>		Warp	
and <u>double butt of 3</u>		All of <u>good</u> quality.		
<u>studding sails</u>				

Her Standing and Running Rigging is main top rigging, new 1833 sufficient in size and good in quality. Wagon do. Jan 1836

She has aboard Long Boat and a Clincher ply boat.

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

General Remarks—Statement and Date of Repairs.

This vessel is in very good order outside, and her
Ciling is in fair condition generally - she had
nearly all new wales, new topsides and sheer shakes in 1830
new deck and waterways in 1834 - one shake of the
wales (left in when repaired 1830) has been removed when
the timbers where exposed appeared to be moderately
good generally and some rather defective -

She has been shifted caulked and re-roofed & had
one new shake of wale - Jan 1836

I consider her fit to carry cargoes not liable to
sea damage

If Sheathed, Doubled, or Felted, Sheathed with copper over patent
and Date when last done felt Jan 1836

And Am of opinion this Vessel should be Classed F

The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

James Harr

Committee Minute 19 January 1836

Character assigned F. 1.

APL SB



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*Original signed
1351 Jan 1836*