

No. 2067 Survey held at Liverpool Date Dec 6<sup>th</sup> 1837 2067  
 on the Schooner Agnes Master A Goodwin  
 Tonnage new 41 old 67 Built at Kirkcaldy When built Decr 1829  
 By whom built \_\_\_\_\_ Owners Martin and others  
 Port belonging to Liverpool Destined Voyage Yongshul  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... 

Feet.	Inches.
46	4/10

 Extreme Breadth ..... 

Feet	Inches.
15	5/10

 Depth of Hold ..... 

Feet.	Inches.
9	1/10

**Scantlings of Timber.**

	Inches	Inches Middl.	Inches Ends
Timber and Space..... each	21		
Floors..... sided	8/9	Moulded	9/2
1 <sup>st</sup> Foothooks..... "	7/2	"	"
2 <sup>nd</sup> Ditto..... "	"	"	"
3 <sup>rd</sup> Ditto..... "	"	"	"
Top Timbers..... "	"	"	"
Deck Beams... Number of..... "	7/2	"	7/2
Hold Beams... Da. Da..... "	"	"	"
Keel..... "	"	"	"
Kelsons..... "	9/2	"	12/5

**Thickness of Plank.**

	Inches.	Inches.		
<b>Outside.</b>		<b>Inside.</b>		
Keel to Bilge.....	2	Foot Waling.....	2	3
Bilge Planks.....		Bilge Planks.....		1/2
Bilge to Wales.....	2	Ceiling in Flat.....		1/2
Wales.....	3/2	Ditto Bilge to Clamp.....		
Topsides.....	2 1/2	Hold Beam Clamps.....		
Sheer Strakes.....	3	Deck Beam Ditto.....		2 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....		
Water-ways.....	4	Hold Beam Shelves.....		
Upper Deck.....	2 1/2	Deck Beam ditto.....		

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N <sup>o</sup> .		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Stettin or Dantzic Oak and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of Beech and Oak Timber.  
 Her other Foothooks and Top Timbers of said to be foreign oak (no opening)

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 \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is fairly squared where seen

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 Dantzic Oak and the False Kelson of Dantzic Oak  
 The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of Foreign Oak

**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 Dantzic Oak

The Wales and Black-strakes are of D. D.  
 The Topsides of D. D.  
 The Sheer-strakes of Stettin or Dantzic oak Decks, and state of, good  
 The Gunwales of D. D. Water-ways of Foreign Oak

The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ between.

**Planking Inside.**—The Clamps are composed of Stettin Oak the Stringers of same  
 The Bilge Planks of Stettin Oak and the remainder of the Ceiling of Stettin Oak

**Fastenings.**—To Hold Beams no hold beams  
 Deck Beams Double wood bedding knees  
 Number of Breasthooks 4 Pointers none Crutches none  
 Butts End Bolts are of Iron in the Bottom, and no 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 \_\_\_\_\_  
 Surveyor's Name \_\_\_\_\_



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. New in 1835

One good Mast  
 Square & Main Topmast

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,	130	Chain	3/4"	2	Bower,
Fore Top Sails,	30	<i>Moor</i> Chain	1 1/16"	1	Stream,
Fore Topmast Stay Sails,	65	Hempen Stream Cable	5/2"	1	Kedge,
Main Sails,	70	Hawser	3/2"		All of proper weight.
Main Top Sails,		Towlines			
and		Warp			
		All of	<u>good</u>		quality.

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

She has one Long Boat and no other

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

**General Remarks—Statement and Date of Repairs.**

This vessel was altered from a Schooner to a Schooner in 1835 at which time all her Masts, sails & Rigging were new at the same time the planks in deck next waterway were renewed. She appears sound in good and efficient Repair fit to carry a dry and perishable Cargo in safety.

No 2074 Schooner Agnes

If Sheathed, Doubled, or Felted, Single Bottom  
 and Date when last done \_\_\_\_\_

And Jan of opinion this Vessel should be Classed A. 1

The Amount of the Fee.....£ : 10: 6 is received by me, J. Bayley

Committee Minute 15 Dec 1837

Character assigned A. 1  
C. J.

