

No. 2620 Survey held at Liverpool Date 14 June 1839  
on the Steamer Agnes Master J. Hughes  
Tonnage 135 Built at North in Wales When built June 1838  
By whom built 125 New Owners Hughes & Co  
Port belonging to Liverpool Destined Voyage \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft.....	Feet.   Inches.	Extreme Breadth .....	Feet   Inches.	Depth of Hold .....	Feet.   Inches.	
Scantlings of Timber:			Thickness of Plank.			
Timber and Space.....	each	Inches.	Inches. Middle	Inches. Ends	Outside.   Inches.	Inside.   Inches.
Floors.....	sided	24	10 1/2	Moulded 11 1/2	Keel to Bilge .....	Foot Waling.....
1 <sup>st</sup> Foothooks.....	"	"	"	"	Bilge Planks .....	Bilge Planks .....
2 <sup>nd</sup> Ditto .....	"	"	"	"	Bilge to Wales .....	Ceiling in Flat .....
3 <sup>rd</sup> Ditto .....	"	"	"	"	Wales .....	Ditto Bilge to Clamp .....
Top Timbers .....	"	"	"	"	Topsides .....	Hold Beam Clamps .....
Deck Beams .....	Number of	7	"	6	Sheer Strakes .....	Deck Beam Ditto.....
Hold Beams .....	Do. do.	10-11	"	10	Plank Sheers.....	Ceiling 'twixt Decks .....
Keel .....	"	11 1/2	"	11 1/2	Water-ways .....	Hold Beam Shelves .....
Kelsons .....	"	16	"	12	Upper Deck .....	Deck Beam ditto .....
						Red line runs 18 1/2 I run 8 and

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft .....	Inches.	Bolts thro' the Bilge and Foot Waling .....	Inches.	Hold Beam.....	Inches.
Scarp of Keel.....N°.		Butt End Bolts .....		Deck Beam .....	
Floor Timber Bolts.....		Lower Pintle of the Rudder .....		same in Iron above the Copper .....	
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 \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber. } all appear good

Her other Foothooks and Top Timbers of British Oak Many New 1833

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 \_\_\_\_\_

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 British Oak good New 1833 and the False Kelson of British Oak good New 1833.

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English Larch Oak Nearly all New 1833.

**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 English Oak.

The Wales and Black-strakes are of English Oak nearly New 1833.

The Topsides of English Oak New 1833.

The Sheer-strakes of English Oak New 1833 Decks, and state of, \_\_\_\_\_

The Gunwales of English Oak New 1833 Water-ways of English Oak New 1833 all good

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.

**Planking Inside.**—The Clamps are composed of Old Pine New 1833 the Stringers of Old Pine New 1833.

The Bilge Planks of Old Pine New 1833 and the remainder of the Ceiling of Old Pine all New 1833 good

**Fastenings.**—To Hold Beams double W L K New 1833 & Spigons below all good

Deck Beams double W L K New 1833 all good

Number of Breasthooks 14 3 New 1833 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Iron in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship Strong good

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

Builder's Name \_\_\_\_\_

Surveyor's Name \_\_\_\_\_



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
//	Fore Sails,	80	Chain <u>18</u> <u>75</u> <u>170</u>		//	Bower,
//	Fore Top Sails,	60	Hempen Stream Cable.....	9	/	Stream,
/	Fore Topmast Stay Sails,	40	Hawser .....	6	//	Kedge,
/	Main Sails,	90	Towlines .....	5	—	All of proper weight.
//	Main Top Sails,		Warp .....			
and <u>well found in other particulars</u>			All of <u>good</u> quality.			

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

She has 1 Long Boat and 1 gally boat

The present state of the Windlass is good Capstan good and Rudder good  
2 Pumps.

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

*In addition to the repairs stated on the other side she had a new wing  
transom & new stern bolted plank 1833. The amount of repairs including  
wages was £901. 10. 7½. These repairs were done in Wales.*

*This is a very strong vessel I have the Book now before me in which is an account  
of her repairs amount £901. 10. 7½ including wages for repairs from August 1833.  
In an excellent state of repair fit to carry any Merchant's cargo to any part  
of the World*

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

And I am of opinion this Vessel should be Classed \*1st Not a Steamship

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

Committee Minute 18 Jan 1839

Character assigned 1st 1st



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