

No. 3993 Survey held at Kilcubright & Liverpool Date 9. March 1841  
 on the Schooner Agnes Master Jas. Pommer  
 Tonnage 110 Built at Kilcubright When built Sept 1840  
 By whom built Jas. Campbell Owners Hunter & others  
 Port belonging to Dumfries Destined Voyage Coaster  
 If Surveyed Afloat or in Dry Dock Building & Afloat

Length aloft	69	Feet. Inches.	Extreme Breadth	10	Feet. Inches.	Depth of Hold	10	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	23	Outside.	Inches.	Inside.	Inches.	Inches.	
Floors	sided	9 1/2 Moulded	Keel to Bilge	2 1/2	Foot Waling	2 1/2		
1st Foothooks	"	9	Bilge Planks	3 1/2	Bilge Planks	3 1/2		
2nd Ditto	"	8	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2		
3rd Ditto	"	6	Wales	3 1/2	Ditto Bilge to Clamp	2 1/2		
Top Timbers	"	6	Topsides	2 1/2	Hold Beam Clamps	-		
Deck Beams	Nº. of	23	Sheer Strakes	3	Deck Beam Ditto	2 Strakes	3	
Hold Beams	Nº. of	none	Plank Sheers	3	Ceiling 'twixt Decks	-		
Keel	"	10	Water-Ways	4 1/2	Hold Beam Shelves	-		
Kelsons	"	11	Upper Deck	2 1/2	Deck Beam Ditto	4 x 10		
Copper. all Iron			Size of Bolts in Fastenings.			Iron:		
Heel-Knee, and Dead Wood abaft	Inches.	1	Copper.	Inches.		Hold Beam		
Scarp of Keel	Nº. 6	3/4	Bolts thro' the Bilge and Foot Waling	5/8		Deck Beam		
Floor Timber Bolts		1	Butt End Bolts	5/8				
Kelson ditto		1	Lower Pintle of the Rudder					
Transoms and throats of Hooks		1						
Arms of Hooks		3/4						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are — free from all defects.  
 The Floors and first Foothooks are composed of Engl Oak Timber.  
 The other Foothooks and Top Timbers of Engl Oak  
 The Shifts of the first and second Foothooks are not less than 2 3/4 feet N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are good  
 The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is the same.  
 The alternate Frames are — bolted together. N. B. If not, state how bolted.  
 The Butts of the Timbers are — close together; their thickness not less than 1 1/2 of the entire moulding at that place.  
 The Frame is partially chocked with 1 Butt at each end of the chock.  
 The Main Kelson is composed of Quebec Oak and the False Kelson of none.  
 The Scarphs of the Kelsons are not less than — feet — inches. Kelson in one piece  
 The Deck and Hold Beams are composed of English Oak.  
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec Elm  
 From the first Foothook Heads to the Light Water Mark of Quebec Elm & Red pine  
 From the Light Water Mark to the Wales of Red pine  
 The Wales and Black-strakes are of English Oak The Topsides of Red pine  
 The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Red pine  
 The Decks of Yellow pine Iron nails State of good  
 The Shifts of the Planking are not less than 4 Feet 6 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 strakes between  
**Planking Inside.**—The Limber-strakes are composed of Quebec Oak the Bilge Planks of Quebec Oak  
 The Ceiling, Lower Hold, of Red pine Between Decks of Red pine  
 Shelf Pieces of Quebec Oak Clamps of Red pine  
**Fastenings.**—To Hold Beams she has no hold beams  
 Deck Beams Stringer & water-way double wood long on knees & 4 up in iron long on knees  
 Number of Breasthooks three Pointers two Crutches one  
 Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Iron well bolted through and clenched.  
 General Quality of Workmanship good  
 We certify that the preceding is a correct description of the above-named Vessel.



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails,	2 of 35	Chain .....	15/16	2	Bower,
	Fore Top Sails,	85	Hempen Stream Cable .....	5 1/2	1	Stream,
	Fore Topmast Stay Sails,	85	Hawser .....	5	2	Kedge
	Main Sails,		Towlines .....			
	Main Top Sails,	90	Warp .....	3 1/2		
	and		All of <u>good</u> quality.			

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

She has one Long Boat and one Jolly Boat

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

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

This vessel was surveyed by me at Kincubright in June last. She was then in frame & partly planked outside. She has a well squared & very sound frame - the timbers objected to by me when in Kincubright were removed during my stay - She is well planked with narrow strokes properly fastened.

The deck Beams are remarkably close together as will be seen by the number 13. and are bolted through waterways & stringer and what was intended for double wood lodging knees but which are so short that they are little better than Chocks. In consequence of which I have recommended the introduction of 5 pair of iron hanging knees which will be fitted at the present time.

She is well found, in good repair - fit for the safe conveyance of dry & perishable Cargoes.

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed SAI

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

Special .....£ : :

Committee's Minute 16th March 1841

Character assigned 1 for 8 Years



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Lloyd's Register  
Foundation

John Bayley 16th March 1841