

No. 5770 Survey held at Liverpool Date 2 Dec 1843  
on the Barque Agnes Jane Master Tuzo  
Tonnage 450 Built at Leiche When built 1842  
By whom built \_\_\_\_\_ Owners Scott & Co  
Port belonging to Jamaica Destined Voyage Jamaica  
If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
<b>Scantlings of Timber.</b>								
Timber and Space	each	26						
Floors	sided	11	Moulded	16				
1 <sup>st</sup> Foothooks	"	12	"	16				
2 <sup>nd</sup> Ditto	"	11	"	10 <sup>1</sup> / <sub>2</sub>				
3 <sup>rd</sup> Ditto	"	—	"	—				
Top Timbers	"	9	"	7 <sup>1</sup> / <sub>2</sub>				
Deck Beams ....N <sup>o</sup> . of 19	"	10 <sup>1</sup> / <sub>2</sub>	"	10				
Hold Beams ....N <sup>o</sup> . of 4	"	10 <sup>1</sup> / <sub>2</sub>	"	10 <sup>1</sup> / <sub>2</sub>				
Keel	"	—	"	—				
Kelsons	"	14	"	24				
<b>Thickness of Plank.</b>								
<b>Outside.</b>					Inches.	<b>Inside.</b>		
Keel to Bilge					—	Foot Waling		
Bilge Planks					—	Bilge Planks		
Bilge to Wales					3	Ceiling in Flat		
Wales					5	Ditto Bilge to Clamp		
Topsides					2 <sup>1</sup> / <sub>2</sub>	Hold Beam Clamps		
Sheer Strakes					4	Deck Beam Ditto		
Plank Sheers					3 <sup>1</sup> / <sub>2</sub>	Ceiling 'twixt Decks		
Water-Ways					12	Hold Beam Shelves		
Upper Deck					3	Deck Beam Ditto		
<b>Size of Bolts in Fastenings.</b>								
<b>Copper.</b>			Inches.	<b>Iron.</b>			Inches.	
Heel-Knee, and Dead Wood abaft				Hold Beam				
Scarphs of Keel.....N <sup>o</sup> .				Deck Beam				
Floor Timber Bolts								
Kelson ditto								
Transoms and throats of Hooks								
Arms of Hooks				same in Iron above the Copper				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 $\frac{1}{2}$  Inches. The Space between the Top-timbers is 3 $\frac{1}{2}$  Inches. The Stem, Stern Post, are composed of Oak & Hackmatack The Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and and are off free from all defects.

The Floors and first Foothooks are composed of Elm & Birch Timber.

The other Foothooks and Top Timbers of Hackmatack

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, 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. N. B. If not, state how bolted.

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 Oak and the False Kelson of Oak

The Scarphs of the Kelsons are not less than 6 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Hackmatack and Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of Hackmatack and Oak

The Wales and Black-strakes are of Oak

The Topsides of Red Pine

The Sheer-strakes and Plank-sheers of Oak

The Water-ways of Red Pine

The Decks of Yellow Pine

State of Good

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 3 between

**Planking Inside.**—The Limber-strakes are composed of Elm the Bilge Planks of Elm

The Ceiling, Lower Hold, of Hackmatack Between Decks of Hackmatack & Red Pine

Shelf Pieces of Oak Clamps of Oak

**Fastenings.**—To Hold Beams Iron Double Lodging Nails

Deck Beams Wood Double Lodging & Iron Hanging with Shells

Number of Breasthooks 4 Pointers 1 Pair Crutches one of Iron

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Very Good

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

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

Surveyor's Name W. P. H.



Her Masts, Yards, &c. are in \_\_\_\_\_ 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> .		
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower,	
2	Fore Top Sails,	50	Hempen Stream Cable .....	3 1/2	1	Stream,	
2	Fore Topmast Stay Sails,	75	Hawser .....	5	1	Kedge,	
2	Main Sails,	-	Towlines .....	-			
2	Main Top Sails,	75	Warp .....	4			
and well found in other sails,			All of good quality.				

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

She has one Long Boat and two others

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

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

This is a superior Vessel, and as she has but a very small Hold had when built no hold beams. At the present time 4 Beams have been put in, and fastened as stated. The upper deck Beams are four feet apart and have to them 7 pair of iron knees with other fastenings. She is well found and in the most efficient state fit for the conveyance of dry and perishable cargoes with safety to and from all parts of the world and in my opinion should be classed as stated below

If Sheathed, Doubled, Felted, or Coppered on Paper When last done Aug 1842

I am of opinion this Vessel should be Classed A 15 years

The Amount of the Fee.....£ 3 : - : is received by me,

Special .....£ 1 : 1 : 3

Committee's Minute 5th December 1842

Character assigned A 1 for 5 years



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Lloyd's Register  
Foundation

3th Dec 1842 - 5/10