

No. 2674 Survey held at Liverpool Date February 19th 1848
 on the Schooner "Agnes" Master Edward O
 Tonnage 48 Built at W & E Island When built 1844
 By whom built _____ Owners N Bonvian
 Port belonging to Spain Destined Voyage Spain
 If Surveyed Afloat or in Dry Dock Dry Dock and afloat

| | | | | | | | | |
|--|------------------------|---------------|--|--|-------------|---------------|----------------------|-------------|
| Length aloft | Feet. 53 | Inches. 8 1/2 | Extreme Breadth | Feet. 15 | Inches. 1/2 | Depth of Hold | Feet. 8 | Inches. 3/4 |
| Scantlings of Timber. | | | Thickness of Plank. | | | | | |
| Room and Space | Inches. 18 | | | Outside. | | Inches. | Inside. | |
| Floors | sided 8 | Moulded 9 1/2 | | Keel to Bilge | 2 1/4 | | Limber Strakes | 2 1/4 |
| 1 st Foothooks | 8 | " 1 1/2 | | Bilge Planks | 4 | | Bilge Planks | 3 1/2 |
| 2 nd Ditto | 8 | " 5 1/2 | | Bilge to Wales | 2 1/4 | | Ceiling in Flat | 2 1/2 |
| 3 rd Ditto | 8 | " 4 | | Wales | 3 | | Ditto Bilge to Clamp | 1 1/2 |
| Top Timbers | 8 | " 4 | | Topsides | 3 | | Hold Beam Clamps | — |
| Deck Beams N ^o 11 | Average Space } 4 feet | 8 | 8 1/2 | Sheer Strakes | 3 | | Deck Beam Ditto | 3 1/4 |
| Hold Beams N ^o — | Average Space } | — | — | Plank Sheers | 3 | | Ceiling 'twixt Decks | — |
| Keel | 8 | 12 | — | Water-Ways | 3 1/4 | | Hold Beam Shelves | — |
| Kelsons | 8 | 12 | — | Upper Deck | 2 1/2 | | Deck Beam Ditto | — |
| Size of Bolts in Fastenings, distinguishing whether Copper or Iron. | | | Size of Bolts in Fastenings, distinguishing whether Copper or Iron. | | | | | |
| Heel-Knee, and Dead Wood abaft | | | | Copper or Iron. | | Inches. | Iron. | |
| Scarp of Keel | N ^o 1 | | | Bolts thro' the Bilge and Limber Strakes | 7/8 | | Hold Beam | — |
| Floor Timber Bolts | | | | Butt End Bolts | 7/8 | | Deck Beam | 2 1/8 x 3/4 |
| Kelson ditto | | | | Lower Pintle of the Rudder | 2 | | | |
| Transoms and throats of Hooks | | | | | | | | |
| Arms of Hooks | | | | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 10 1/2 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Spruce and are free from all defects.

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Birch and Spruce.

The Shifts of the first and second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen.

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are bolted together. not seen 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. not seen

The Frame is chocked with Butt at each end of the chock. not seen

The Main Kelson is composed of Birch and the False Kelson of elm

The Scarphs of the Kelsons are not less than 4 feet inches.

The Deck and Hold Beams are composed of Spruce and Birch

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch

From the first Foothook Heads to the Light Water Mark of Birch

From the Light Water Mark to the Wales of Birch

The Wales and Black-strakes are of Birch The Topsides of Birch

The Sheer-strakes and Plank-sheers of Birch The Water-ways of Spruce & Birch

The Decks of Yellow Pine & Spruce State of good

The Shifts of the Planking are not less than 4 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 2 1/2 Strake between

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

The Ceiling, Lower Hold, of Spruce & Birch Between Decks of none

Shelf Pieces of none Clamps of Spruce

Fastenings.—To Hold Beams no Hold Beams

Deck Beams Double wood knees

Number of Breasthooks 3 Pointers none Crutches none

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

Bilge and Limber Strakes iron bolted through and clenched. Treennails of Spruce

General Quality of Workmanship good

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

Signature _____ Surveyor's Signature W. Perkins

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

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------|--------------------------|-------------|--|-----------------------------|----------------------------------|
| N ^o . | | Fathoms. | | N ^o . | |
| 1 | Fore Sails, | 120 | Chain <u>very good</u> | 2 | Bower, <u>11 & 5 1/2 Cwt</u> |
| 1 | Fore Top Sails, | 90 | Hempen Stream Cable <u>5 1/2</u> | 1 | Stream, |
| 1 | Fore Topmast Stay Sails, | | Hawser | 1 | Kedge, |
| 1 | Main Sails, | | Towlines | | |
| 1 | Main Top Sails, | 80 | Warp | | |
| | and <u>one Jib</u> | | All of <u>good</u> quality. | | |

Her Standing and Running Rigging is well fitted & sufficient in size and good in quality.

She has one Long Boat and

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

General Remarks—Statement and Date of Repairs.

One Breasthook and one Pair of transom Knighave been introduced. New Bidge Logs and some additional fastenings in the planking ~~have been introduced~~ required. Some timbers have been driven out and a listing of the ceiling cut out about the first Hds all fore and aft on both sides. The timbers of the frame have been exposed to view and found good, also the timbers. The vessel caulked from Keel to the Coamings.

Is now in a fit and efficient state for the safe conveyance of ~~dry~~ and perishable Cargo to and from all parts of the world

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

I am of opinion this Vessel should be Classed 4 A 1

The Amount of the Fee.....£ 1 : - : - is received by me,

Special£ 1 : 1 : 3

Certificate (if required)£ - : 5 : 3

Committee's Minute 25th July 1848

Character assigned A 1



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