

No. 58 Survey held at Slanelly Date May 5<sup>th</sup> 1843  
on the Brig "Agnes" Master John Hughes  
Tonnage 125 Built at Neath When built 1818  
By whom built Owners Trevelick & Co.

Port belonging to Amloch Destined Voyage Ireland

If Surveyed Afloat or in Dry Dock Dry Dock  
Liverpool 2020, Slanelly 52 Classed "A"

Length aloft	Feet. 70	Inches. 9	Extreme Breadth	Feet. 21	Inches. 10	Depth of Hold	Feet. 13	Inches. 1
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches.		Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors..... sided	11	Moulded	12		Keel to Bilge		Foot Waling	
1 <sup>st</sup> Foothooks.....	"	"			Bilge Planks		Bilge Planks	5
2 <sup>nd</sup> Ditto.....	"	"			Bilge to Wales		Ceiling in Flat	3 1/2
3 <sup>rd</sup> Ditto.....	"	"			Wales		Ditto Bilge to Clamp	
Top Timbers	"	"			Topsides		Hold Beam Clamps	
Deck Beams ....N°. of 10	10	"	10 1/2		Sheer Strakes		Deck Beam Ditto.....	
Hold Beams ....N°. of 5	11 1/2	"	10 1/2		Plank Sheers.....		Ceiling 'twixt Decks	3 1/2
Keel	"	"			Water-Ways		Hold Beam Shelves	8
Kelsons	15 1/2	"	16		Upper Deck	2 3/4	Deck Beam Ditto.....	4
Hog.	15 1/2		16		Size of Bolts in Fastenings.			
Copper.			Iron.					
Heel-Knee, and Dead Wood abaft	Inches.		Copper.			Iron.		
Scarphs of Keel.....N°.			Bolts thro' the Bilge and Foot Waling			Hold Beam		
Floor Timber Bolts			Butt End Bolts			Deck Beam		
Kelson ditto			Lower Pintle of the Rudder					
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 \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, are composed of British oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British oak and are unaffected free from all defects.

The Floors and first Foothooks are composed of British oak Timber.

The other Foothooks and Top Timbers of \_\_\_\_\_

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 British oak and the False Kelson of American oak

The Scarphs of the Kelsons are not less than 8 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of British oak

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

From the first Foothook Heads to the Light Water Mark of British oak

From the Light Water Mark to the Wales of British oak

The Wales and Black-strakes are of British oak The Topsides of British oak

The Sheer-strakes and Plank-sheers of do The Water-ways of do

The Decks of Red Pine 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 generally 3 planks between

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

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

Shelf Pieces of Red Pine Clamps of do

**Fastenings.**—To Hold Beams Iron

Deck Beams do

Number of Breasthooks 4 Pointers 2 Crutches \_\_\_\_\_

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

Bilge and Footwaling is 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 Robert Dainton





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> .	
2	Fore Sails,	80	chain	1 1/2	2	Bower,
2	Fore Top Sails,	80	Chain .....	1	1	Stream,
2	Fore Topmast Stay Sails,	100	Hempen Stream Cable .....	9	2	Kedge,
1	Main Sails,	90	Hawser .....	6	} all of proper weight	
2	Main Top Sails,	80	Towlines .....	5		
and	other sails	90	Warp .....	4		
			All of <u>good</u> quality.			

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

She has one Long Boat and one Selly Boat

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

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

This Vessel stands No 209 in the Book & was Surveyed by me in May 1842:— She has within the last month undergone a thorough repair by having a new keel fore & aft of American Elm, new stern post & Rudder & first footlocks, 9 ft loors, part of the Stern frame, several planks in the bends all of English oak, one new Beam & 8 wooden knees to the Deck & Hold Beams:— the bilge planks, hold beam clamps & shelf pieces are also new; the expence of the repairs is stated to be £4.50 she is now designated by the diphthong Æ, but I am of opinion from my present Survey she is in that efficient state of repair, as to entitle her to be designated in Red with an asterisk according to Section 60 Page 17

If Sheathed, Doubled, Felted, or Coppered neither When last done

I am of opinion this Vessel should be Classed \*Æ

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

Special .....£ : :

Committee's Minute 9th May 1843

Character assigned Æ

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