

No. 574 Survey held at Alcoa Date 2^d April 1839 574
 on the Schooner Agnes Master Andrew Lennay
 old 106 $\frac{82}{94}$ Tonnage 90 $\frac{2305}{3500}$ Built at Alcoa When built Launched 15th March 1839
 By whom built John Warranston Owners William Reddock
 Port belonging to Alcoa Destined Voyage London
 If Surveyed Afloat or in Dry Dock On the Stocks in all her Stages

Length aloft.....	Feet. <u>63</u> $\frac{10}{12}$	Extreme Breadth.....	Feet. <u>17</u> $\frac{3}{4}$	Depth of Hold.....	Feet. <u>10</u> $\frac{9}{12}$
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	Inches	Inches Middle	Inches Ends	Outside.	Inside.
Floors..... sided	<u>10 1/2</u>	Moulded	<u>10 1/2</u>	Keel to Bilge.....	Foot Waling.....
1 st Foothooks.....	<u>8</u>	"	<u>8</u>	Bilge Planks.....	Bilge Planks.....
2 nd Ditto.....	<u>7</u>	"	<u>7</u>	Bilge to Wales.....	Ceiling in Flat.....
3 rd Ditto.....	<u>7</u>	"	<u>7</u>	Wales.....	Ditto Bilge to Clamp.....
Top Timbers.....	<u>6 1/2</u>	"	<u>5 1/2</u>	Topsides.....	Hold Beam Clamps.....
Deck Beams... Number of <u>15</u>	<u>8 1/2</u>	"	<u>8 1/2</u>	Sheer Strakes.....	Deck Beam Ditto.....
Hold Beams... Do... do.....	<u>8 1/2</u>	"	<u>8 1/2</u>	Plank Sheers.....	Ceiling 'twixt Decks.....
Keel.....	<u>10</u>	"	<u>13</u>	Water-ways.....	Hold Beam Shelves.....
Kelsons.....	<u>10</u>	"	<u>13</u>	Upper Deck.....	Deck Beam ditto.....

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft.....	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>3/4</u>
Scarphs of Keel..... N ^o . <u>7</u>	<u>3/4</u>	Butt End Bolts.....	<u>5/8</u>	Deck Beam.....	<u>3/4</u>
Floor Timber Bolts.....	<u>7/8</u>	Lower Pintle of the Rudder.....	<u>2</u>	same in Iron above the Copper.....	<u>3/4</u>
Kelson ditto.....	<u>7/8</u>				<u>3/4</u>
Transoms and throats of Hooks.....	<u>7/8</u>				<u>3/4</u>
Arms of Hooks.....	<u>3/4</u>				<u>3/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of _____ and are _____ free from all defects.

Her Floors and first Foothooks are composed of Bremen White Oak Timber.

Her other Foothooks and Top Timbers of A few of the 2^d Foothooks White Bremen the rest all Scotch Oak

Her Shifts of the first and second Foothooks are not less than 2 1/2 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 feet

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

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is cross chocked with no Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of _____

The Scarphs of the Kelsons are not less than _____ feet _____ inches. None

The Deck and Hold Beams are composed of Bremen White Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Dantzic Oak

From the Light Water Mark to the Wales of D^o D^o

The Wales and Black-strakes are of D^o D^o

The Topsides of D^o D^o

The Sheer-strakes of Dantzic Oak Decks, and state of, Red Pine

The Gunwales of D^o D^o Water-ways of Dantzic Oak

The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought mostly 3 Strakes between.

Planking Inside.—The Clamps are composed of Dantzic Oak the Stringers of Dantzic Oak

The Bilge Planks of Dantzic Oak and the remainder of the Ceiling of Dantzic & American Oak

Fastenings.—To Hold Beams None

Deck Beams Oak Lodging Knees and Oak Stringers

Number of Breasthooks 4 below the Deck Pointers None Crutches None

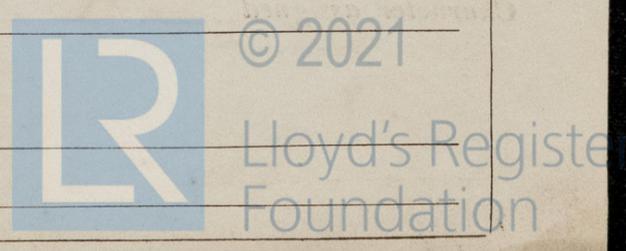
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper and 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 John Warranston
 Surveyor's Name Walter Barton



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
1	Fore Sails, <i>Boom</i>	150	Chain	7/8	2
1	<i>Stay</i> Fore Sail	50	D ^o	1 1/2	
1	Fore Top Sails,	60	Hempen Stream Cable.....	6	1
1	Fore Topmast Stay Sails,	70	Hawser	4	1
1	Main Sails,	70	Towlines	3	
1	<i>Remains</i>	70	Warp	2 1/4	
	Main Top Sails,		All of <u>best</u> quality.		
	<i>other sails complete</i>				
	and <i>all of best canvas</i>				

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

She has One Long Boat and _____

The present state of the Windlass is Strong Capstan Double Head and Rudder Strong

General Remarks—Statement and Date of Repairs.

This is a good and faithful Built vessel. She has been built by Contract, and under the immediate superintendance of the Owner. The materials used in her construction were all of good quality. She is well supplied with all stores.

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

And Same of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, Walter Barton

Committee Minute 24 May 1839

Character assigned A 1 for 7 Years



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