

No. 1212 Survey held at St. Lawrence Date 16 Dec^r 1834
 on the Brig Agness Sophia Master James Thompson
 Tonnage 136 tons Built at Newcastle When built 1834
 By whom built John Adams Owners Newcastle Union Shipping Co.
 Port belonging to Newcastle Destined Voyage Alexandria
 If Surveyed Afloat or in Dry Dock During Building Laid down April 1834
Launched Nov^r 1834

Length aloft	Feet. <u>45</u> Inches. <u>5</u>	Extreme Breadth	Feet. <u>19</u> Inches. <u>8</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>0</u>
Scantlings of Timber.					
Timber and Space	each	Inches. <u>10 1/2</u>	Inches. <u>10</u> Middle <u>8</u> Ends <u>8</u>	Thickness of Plank.	
Floors	sided	<u>10</u>	Moulded	Outside.	Inside.
1 st Foothooks	"	<u>8 1/2</u>	"	Keel to Bilge	Foot Waling
2 nd Ditto	"	<u>8</u>	"	Bilge Planks	Bilge Planks
3 rd Ditto	"	<u>7 1/2</u>	"	Bilge to Wales	Ceiling in Flat
Top Timbers	"	<u>6 1/2</u>	"	Wales	Ditto Bilge to Clamp
Deck Beams	N ^o . of <u>17</u>	"	<u>8</u>	Topsides	Hold Beam Clamps
Hold Beams	N ^o . of <u>7</u>	"	<u>10</u>	Sheer Strakes	Deck Beam Ditto
Keel	"	<u>9 1/2</u>	"	Plank Sheers	Ceiling 'twixt Decks
Kelsons	"	<u>12</u>	"	Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

Size of Bolts in Fastenings.		Copper.	Iron.
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	Bolts thro' the Bilge and Foot Waling	Hold Beam
Scarp of Keel	N ^o . <u>0</u>	Butt End Bolts	Deck Beam
Floor Timber Bolts	<u>3</u>	Lower Pintle of the Rudder	
Kelson ditto	<u>1</u>		
Transoms and throats of Hooks	<u>1/2</u>		
Arms of Hooks	<u>3/4</u>		
			same in Iron above the Copper

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 1 Inches. The Stem, Stern Post, are composed of Eng & French Oak The Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng & French Oak and are well free from all defects. teleght sap
 The Floors and first Foothooks are composed of Eng & French Oak Timber.
 The other Foothooks and Top Timbers of Eng & French Oak
 The Shifts of the first and second Foothooks are not less than 3 inches 3 1/2 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 fairly well squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is mostly well square some sap on the Back of foothooks
 The alternate Frames are well bolted together. N. B. If not, state how bolted.
 The Butts of the Timbers are well close together; their thickness not less than 1 1/2 of the entire moulding at that place.
 The Frame is well chocked with Mo Butt at each end of the chock.
 The Main Kelson is composed of Eng Oak and the False Kelson of "
 The Scarphs of the Kelsons are not less than 5 feet 6 inches.
 The Deck and Hold Beams are composed of Eng & French Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Eng Oak
 From the first Foothook Heads to the Light Water Mark of Eng Oak
 From the Light Water Mark to the Wales of Baltic & French Oak
 The Wales and Black-strakes are of Eng & French Oak The Topsides of Eng Oak
 The Sheer-strakes and Plank-sheers of Eng & French Oak The Water-ways of Eng Oak
 The Decks of Eng Oak State of good clean sap in bottom
 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 2 & 3 between

Planking Inside.—The Limber-strakes are composed of Eng & French Oak the Bilge Planks of Eng Oak
 The Ceiling, Lower Hold, of Eng & French Oak Between Decks of Eng & French Oak
 Shelf Pieces of Eng & French Oak Clamps of Eng & French Oak

Fastenings.—To Hold Beams Double Oak Lodging Plates
 Deck Beams Eng Oak
 Number of Breasthooks 4 below & above Pointers Eng Oak Crutches Eng Oak
 Butts End Bolts are of Eng Oak in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling well bolted through and clenched.
 General Quality of Workmanship Generally Good

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

Builder's Name

Surveyor's Name

Mr Poppelwell

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.		Inches.	N ^o .		
2	Fore Sails,	180	Chain <u>Mar. Loo</u>	1 1/2	3	Bower,	9 - 2 - 4
2	Fore Top Sails,	"	Hempen Stream Cable	1	1	Stream,	9 - 0 - 0
2	Fore Topmast Stay Sails,	60	Hawser	5/8	1	Kedge,	2 - 2 - 10
1	Main Sails,	70	Towlines	0 1/2			1 - 2 - 11
1	Main Top Sails,	2	Warp	1 1/2			
and <u>fairly well found</u>			All of <u>good</u> quality.		<u>Sufficient in weight</u>		

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

She has one Long Boat and one Shift Chamber Boat

The present state of the Windlass is Spring Capstan Double and Rudder Sound 2. Compositions
by Jack & Robinson which 2. Iron Boards
about four in each

General Remarks—Statement and Date of Repairs.

This Vessel is in 2 lengths of Am Star, her Keels are good French Oak apron good, and the Stern frame well seated at Post, The Transoms fairly bold at ends, but has some sap at edges, they are well secured by Oak Keels, the frame timbers generally run healthy and bears a fair square to receive Ranking, which is generally well shind to, & worked clear of Breaks, the edging running clear of sap, French & Eng Oak timbers used and marly the proportion as put for. The bulging and are well wedged, Thou, Hooks, & Keels are fairly seated efficiently secured in bolting which are bleached has good Coamings set down solid on beams, the Dicks are fine on board well laid & clear of Sap Iron bolts, The Hull I believe received a good Caulking, and doke after launching & coppered within one trunk of Water.

It Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

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

Special£ :

Committee's Minute

Character assigned