

No. 1389 Survey held at Walker Newcastle Date 14 July 1840
on the Schooner Agnes Emily Master John Brodie
Tonnage 91 2/3 Built at Newcastle When built 1840
By whom built Wm. Reay Owners A. McRum
Port belonging to Swansea Destined Voyage Swansea
If Surveyed Afloat or in Dry Dock During Building Laid down Dec 4 1839
Launched May 1840

Length aloft	63 2	Extreme Breadth	17 1	Depth of Hold	10 2
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each	Inches	Outside	Inside	Inches
Floors	sided	7 0	Keel to Bilge	Foot Waling	2 1/2
1st Foothooks	"	7 0	Bilge Planks	Bilge Planks	3 1/4
2nd Ditto	"	7 0	Bilge to Wales	Ceiling in Flat	2 1/2
3rd Ditto	"	6 7	Wales	Ditto Bilge to Clamp	2
Top Timbers	"	8 6 1/2	Topsides	Hold Beam Clamps	2 1/4
Deck Beams N° of 11	"	1 1/2	Sheer Strakes	Deck Beam Ditto	2 1/2
Hold Beams N° of 3	"	8	Plank Sheers	Ceiling 'twixt Decks	1 1/2
Keel	"	7	Water-Ways	Hold Beam Shelves	1 1/2
Kelsons	"	1 1/2	Upper Deck	Deck Beam Ditto	2 1/2
Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches	Copper	Hold Beam		3/4
Scarphs of Keel N° 0	3/8	Copper	Deck Beam		5/8
Floor Timber Bolts	3/4		same in Iron above the Copper		
Kelson ditto	3/4				
Transoms and throats of Hooks	1/4				
Arms of Hooks	3/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of Eng. Oak Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng. Oak & Baltic Pine and are well free from all defects. The Floors and first Foothooks are composed of Eng. Oak Timber. The other Foothooks and Top Timbers of Eng. Oak. The Shifts of the first and second Foothooks are not less than 2 ft 9 in to 3 ft 0 in 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 reasonably squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is fairly squared to receive planing but left sappy siding. The alternate Frames are not bolted together. N. B. If not, state how bolted. The Butts of the Timbers are well close together; their thickness not less than _____ of the entire moulding at that place. The Frame is partly chocked with no Butt at each end of the chock. The Main Kelson is composed of Am. Elm and the False Kelson of ". The Scarphs of the Kelsons are not less than 5 feet _____ inches. The Deck and Hold Beams are composed of Eng. & For. Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am. Elm. From the first Foothook Heads to the Light Water Mark of For. Oak and some Am. Elm. From the Light Water Mark to the Wales of For. Oak. The Wales and Black-strakes are of For. & Am. Oak. The Topsides of For. Oak. The Sheer-strakes and Plank-sheers of For. Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of on board Iron Nails. The Shifts of the Planking are not less than 4 Feet 0 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 x 4 between

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

Fastenings.—To Hold Beams Single Oak lodging Struts. Deck Beams Double Oak lodging Struts 2 ft of Iron hanging. Number of Breasthooks 3 below Pointers 2 Oak Crutches ". Butts End Bolts are of Iron 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 Fairly Good as the timber

We certify that the preceding is a correct description of the above-named Vessel.
Builder's Name _____
Surveyor's Name Wm. Dopperwell

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 .		
/	Fore Sails,	150	Chain	7/8	2	Bower,	5 " 1 " 3
/	Fore Top Sails,	50	Hempen Stream Cable	5/16	1	Stream,	1 " 3 " 21
/	Fore Topmast Stay Sails,	1	Hawser	5/16	1	Kedge,	" 3 " 1
/	Main Sails,	2	Towlines	5/16			
/	Main Top Sails,		Warp	3/4			
and	One extra Sail		All of <u>good</u> quality.	3/4			<u>Sufficiently in Weight</u>

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

She has One Long Boat and Columbus built

The present state of the Windlass is 12 in Capstan Double and Rudder Sound 4 Iron Braces much

General Remarks—Statement and Date of Repairs.

This Vessel Kubis is in 2 lengths of Am Elm, has had Flues, Aprons and Stem frame reasonably well seated but the Eng Oak rather sappy. The Transom run bold, ^{but} sappy edges, but are well secured by Flues and Butts. The frame runs healthy but sappy in siding and back of putlocks. The chocking and tower shifting rather irregular swale thin points and 3 or 4 thro chocks. The planking all cut from logs in this country fairly free from Sap, but in my opinion run traced in bate fairly worked clear of breaks. has the proportion ^{of Tenacity} as follows is put tho the Culing. The Hooks, Helsons, well seated, but the Flues in chocking and seating ^{insufficiently seated} but all sufficiently secured in bolting. has good coamings, the Picks run mostly clear of sap, Quiboard Iron nailed, general well fitted out with good materials.

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

I am of opinion this Vessel should be Classed C. S. S. M^{rs} Boppelwell

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

Special£ : : ..

Committee's Minute 2nd April 1844

Character assigned 1st per to Enter LD