

No. 105 Port of Sunderland Date Sept 4<sup>th</sup> 1834  
 Survey of the Schooner Agnes Master David Cable  
 Tonnage 102 Owners David Cargill Port belonging to Montrose  
 By whom built C. Potts Junr Where built Newcastle When built 1831  
 Destined Voyage Sunderland to Riga

105

Dimensions. by register dated 4 <sup>th</sup> April 1831				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold .....	11 3	Bilge to Wales .....	3	Ceiling below Hold Beams .....	2 1/2
Rake of Stem .....		Lower Hold .....	-	Short Hoods .....	2 1/2	Clamps and Bilge Planks .....	3
D <sup>o</sup> of Stern Post .....	62 2	Between Decks .....	-	Bilge Planks .....	4	Upper Deck Clamps and	
Extreme Breadth .....	17 6 1/2			Bilge to Keel .....	2 1/2	Spirketting .....	3
				Wales .....	4	Twixt Deck Ceiling .....	2
				Topsides .....	2 1/4		
				Shear Strake .....	3		
				Plank Shears .....	2 1/2		

  

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each .....	12 1/2	8 1/2	9 1/2
Floors in the middle .....			
at the ends .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Top Timbers .....	at air port 5 1/2		
Deck Beams.....Middle.....	7 to 8	8	
at the Ends .....		4 1/2	
Knees .....	4 to 4 1/2		
Hold Beams.....Middle.....	9 1/2	9 1/2	
at the Ends .....			
Knees .....	6		
Main Kelson .....	10	12	
Scarp of Kelson .....	Length		

  

Decks. and Comings.	
Thickness.	Water Ways.
Plank .....	3
Water Ways .....	3 1/2

  

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abaft .....	
Scarp of the Keel .....	
Kelson Bolts .....	
Bolts thro' the Bilge and Foot	
Waling .....	
Butt Bolts .....	
Hold Beam Bolts .....	
Hooks forward at throat .....	
Hooks forward at arms .....	
Transoms .....	
Lower Pintle of the Rudder ..	

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name

#### Masts, Yards, &c.

	Quality of Wood.	Inches.	Length, &c.
Bowsprit .....	RP	14	diagonal
Foremast .....	RP	14 1/2	D <sup>o</sup>
Main Mast .....	RP	14 1/2	D <sup>o</sup>
Mizen Mast .....			

#### Sails.

N <sup>o</sup> .		N <sup>o</sup> .
2	Fore Topmast Stay Sails .....	2
2	Fore Sails. 1 aborn & 1 stay fore sail .....	1
1	Fore Topsail .....	3
1	Main Sail .....	
	Main Top Sails .....	
And is generally well found in other sails.		

#### Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp .....		
D <sup>o</sup> Iron .....	155	7 1/8 & 15
Hawser .....	70	6 3/4
Towlines .....	50	5 1/2
1 <sup>st</sup> Warp .....	60	4 1/2
2 <sup>nd</sup> D <sup>o</sup> .....	60	4 1/4

#### Anchors.

N <sup>o</sup> .	cut	cut
2	Bower 5 1/2	5 1/2
1	Stream 2 1/4	
1	Kedge 1 1/4	

#### Boats.

##### Number and Description.

Clincher built of oak  
 Iron fastened

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

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

Owner's Name

Nautical Surveyor's Name

David Cargill

John M. Denton



# Surveyed & Ground

## SURVEYOR'S REMARKS.

### Timbering.

The Quality,  
Squaring, and  
Workmanship.

Frame of Ship reported to be all English oak. Deck Beams, Main of English oak. Hold Beams of foreign oak. Keel, Head, Main Timber, Foot, Sound, Good. Frame of Ship, since the air port, timber deck in some parts is rather weak. Lapping, but generally speaking is well squared, sound & healthy, knots and knots are a good length at the ends and well secured. Hold Deck Beams all well squared sound and good. Floor Timber sound good, tolerably well squared (but on very wide spaced head rather irregular in knot size and knots sound good. Plank and remainder of frame cannot be seen.

### Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

The Water, Main, Thrust, Plank, Shear, Waterway and Short Wood below the Water all English oak. The Topsides and plank in midships from the Water down to the Light Mast is of Baltic Fir, from there to the Keel of Star and Beam. Inside plank all oak (except the Deck Clasp is of Baltic Fir). Shifts of the Butts of the Star side plank generally 2. Thrust through between Shear, Fair and But End tolerably well divided. The quality of the Plank both outside & inside, Waterway, Counter, Plank is all sound and good, well secured & skinned. Nails all good and sufficient in size and quantity.

### Fastenings.

If Sheathed,  
Doubled, or  
Felled.

Not through Butts

Hold and Deck Beams, are fastened with DW. Iron, also the Hold Beams let down into the Clamps. 4 Woods forward below the Main Deck and 2 above, all very well fitted, bolted and Clinched throughout. No appearance of working or straining in any part. But End are generally well bolted (short bolts) all iron fastened throughout. Rudder braces all sufficient.

### Repairs.

The Masts and Spars are sound and good, The Standing and Running Rigging, in good order. The Sails in good repair, Anchors and Chains a fair weight and size. Hawser, Trawl, & Warps very good, Windlass well secured, Boats, Pumps &c very good and in proportion to the Vessel.

John W. Denton

General Observations  
and Opinion as  
required by the  
Instructions.

The foregoing description of quality of material is given by the Owner and appears correct on examination. The Vessel appears very strong and substantial all well bolted and Clinched and is in a fit condition for the safe conveyance of dry and perishable Cargoes -

John Brunton

Unless the Frame be of second hand Timbers there does not appear to be anything to prevent her standing  
JA - GB - being dry & Oak Frame  
Quartz in her Bottom -

and in conformity with the foregoing dimensions is in our opinion entitled to be classed & licensed both duly for Classification & classed by the Committee as per page 8 for the first description of First Class Ship.

John Brunton

John W. Denton

The Amount of the Fee, £ - : 10 : 6 is received by me Brunton and Denton.

Committee Minute 10 October 1834

Character assigned A 1 for 7 years

John W. Denton