

No. 2925 Survey held at Sunderland Date April 20 1845 Rev 2925
 on the 13th Agnes King Master J. Thomas
 Tonnage 278 Built at Sunderland When built 1846
 By whom built W. Byers Owners The King
 Port belonging to London Destined Voyage Baltic
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. <u>71</u> Inches.	Extreme Breadth	Feet. <u>26</u> Inches. <u>4</u>	Depth of Hold	Feet. <u>16</u> Inches.
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Scantlings of Timber.	Inches.	Inches. Middle	Inches. Ends	Thickness of Plank.	
				Outside.	Inside.
Timber and Space..... each	<u>12 1/2</u>			Keel to Bilge	<u>3</u>
Floors..... sided	<u>12 1/2</u>	Moulded	<u>12 9/2</u>	Bilge Planks	<u>4</u>
1 st Foothooks.....	<u>9 9/2</u>	"	<u>8 1/2</u>	Bilge to Wales	<u>3</u>
2 nd Ditto.....	<u>8 9</u>	"	<u>7 1/4</u>	Wales	<u>4 1/2</u>
3 rd Ditto.....	<u>8</u>	"	<u>7 1/2</u>	Topsides	<u>2 1/2</u>
Top Timbers.....	<u>7 8</u>	"	<u>5</u>	Sheer Strakes	<u>3 1/4</u>
2 ^o Deck Beams N ^o . of <u>3 1/2</u>	<u>8 1/2</u>	"	<u>9 5 1/2</u>	Plank Sheers	<u>3</u>
12 Hold Beams N ^o . of <u>4</u>	<u>11 1/2</u>	"	<u>11 1/2</u>	Water-Ways	<u>4 1/2</u>
Keel.....	<u>11</u>	"	<u>9</u>	Upper Deck	<u>3</u>
Kelsons.....	<u>12</u>	"	<u>27</u>		

Copper or Iron.		Copper or Iron.		Iron.	
Inches.	Feet.	Inches.	Feet.	Inches.	Feet.
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>1 1/8</u>
Scarphs of Keel..... N ^o . <u>8</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3</u>		
Kelson ditto	<u>1 1/2</u>				
Transoms and throats of Hooks	<u>1 7/8</u>				
Arms of Hooks	<u>1 5/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 283 Inches. The Space between the Top-timbers is 485 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 17 1/4 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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is well chocked with 2 Butt at each end of the chock. The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak. The Scarphs of the Kelsons are not less than 8 feet — inches. The Deck and Hold Beams are composed of Stiffin and English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Oak. From the first Foothook Heads to the Light Water Mark of Amer. Oak and Foreign Oak. From the Light Water Mark to the Wales of Daug. Imported Oak plank. The Wales and Black-strakes are of Daug. Imported Oak plank. The Topsides of Daug. Imported Oak plank. The Sheer-strakes and Plank-sheers of Daug. Imported Oak plank. The Water-ways of Daug. Imported Oak plank. The Decks of Yellow pine State of good. The Shifts of the Planking are not less than 5 Feet — 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 flush between

Planking Inside.—The Limber-strakes are composed of Amer. Oak the Bilge Planks of Amer. Oak. The Ceiling, Lower Hold, of Daug. and English Oak Between Decks of English and Foreign Oak. Shelf Pieces of Foreign Oak Clamps of Daug. Imported Oak plank.

Fastenings.—To Hold Beams Iron Binder round the outside of the Timber; Stringer on the Top also 10 Iron hanging Nuts each side below. Deck Beams 14 Beams fastened with the Wood Lodging Nuts and an Iron Lug hanging Nut to each Beam end; the remainder of the Beams secured with double Wood Lodging Nuts. Number of Breasthooks Five Pointers one pair One Crutches ab. 2 Transom Nuts each side. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship good throughout.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Name William Byers Surveyor's Name John Brown



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,	200	Chain	1 1/2	3
1	Fore Top Sails,	75	Hempen Stream Cable	8	1
2	Fore Topmast Stay Sails,	60	Hawser	1 3/4	1
1	Main Sails,	80	Towlines	5 3/4	
2	Main Top Sails,	80	Warp	4 1/2	
and <u>will found</u>		All of <u>good</u> quality.			

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

She has One Long Boat and two other Boats

The present state of the Windlass is Same Capstan Which and Rudder all Same
 with some new RA added

General Remarks—Statement and Date of Repairs.

*Was regularly surveyed according to the Rules: notes taken at the following dates
 27 16 5 24 13
 7 2 3 3 4; her general appearance is firm and substantial*

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed B. A. 1.

The Amount of the Fee.....£ 3 :- : - is received by me, [Signature]

Special£ : :

Certificate (if required)£ : :

Committee's Minute 15th Sept 1846

Character assigned A 1 per S. G. [Signature]
[Signature]