

No. 3381 Survey held at Sunderland: Date 18 November 1847
on the Ship "Caroline Agnes": Master A. H. Morris
Tonnage 481 ¹⁰/₂ Built at Sunderland: When built 1847
By whom built John Hobart: Owners J. Hamlin & Co
Port belonging to Greenock: Destined Voyage India
If Surveyed Afloat or in Dry Dock during the Building

Length aloft	Feet. <u>121</u> Inches. <u>6</u>	Extreme Breadth	Feet. <u>29</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>19</u> Inches. <u>4</u>
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Scantlings of Timber.

Timber and Space	each	Inches.	Inches Middle	Inches Ends
Floors	sided	<u>12 1/2</u>	Moulded	<u>13</u> <u>11</u>
1 st Foothooks	"	<u>10 1/2</u>	"	<u>10</u>
2 nd Ditto	"	<u>10</u>	"	<u>9</u>
3 rd Ditto	"	<u>9</u>	"	<u>7 1/2</u>
Top Timbers	"	<u>8</u>	"	<u>5</u>
Deck Beams N ^o <u>23</u>	Average Space } <u>4 1/4</u> <u>9</u>	"	<u>9 1/2</u>	" <u>9</u> <u>6</u>
Hold Beams N ^o <u>19</u>	Average Space } <u>4</u> <u>6</u>	"	<u>12 1/2</u>	" <u>12 1/2</u> <u>10</u>
Keel	"	<u>12</u>	"	<u>9</u>
Kelsons	"	<u>13</u>	"	<u>14</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>3</u>	Foot Waling	<u>3 1/2</u>
Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>4</u>
Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/2</u> <u>less</u>
Topsides	<u>3</u>	Hold Beam Clamps	<u>4</u>
Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>3 1/2</u>
Plank Sheers	<u>3 1/4</u>	Ceiling 'twixt Decks	<u>2</u>
Water-Ways	<u>5</u>	Hold Beam Shelves	"
Upper Deck	<u>3 1/4</u>	Deck Beam Ditto	"

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 153 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Engl Oak & Mahogany the Transoms, Aprons, Knight Heads, Hawse Timbers, of Engl Oak & Mahogany and are free from all defects.

The Floors and first Foothooks are composed of Engl Oak Timber.

The other Foothooks and Top Timbers of Engl Oak except 4 Top timbers are of Mahogany

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

The rest of the Shifts of the Frame are insufficient

The Frame is well squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fully 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 1/2 of the entire moulding at that place.

The Frame is well choiced with a Butt at each end of the choick.

The Main Kelson is composed of Mahogany and the False Kelson of Engl Oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of Mahogany and Eng Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am^e Red Elm

From the first Foothook Heads to the Light Water Mark of Am^e Oak

From the Light Water Mark to the Wales of Mahogany: part of the Broadened Eng Oak

The Wales and Black-strakes are of Mahogany Spar by 1/2 in The Topsides of Mahogany

The Sheer-strakes and Plank-sheers of Mahogany Spar by 1/2 in The Water-ways of Engl Oak

The Decks of Yellow pine State of good

The Shifts of the Planking are not less than 5 Feet 1 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 3 Strake between

Planking Inside.—The Limber-strakes are composed of Am^e Oak the Bilge Planks of Am^e Oak

The Ceiling, Lower Hold, of Engl Oak & Eng Oak Between Decks of Mahogany

Shelf Pieces of Engl Oak Clamps of Mahogany

Fastenings.—To Hold Beams Iron Staple Lodging Nails and 9 Iron hanging Nails

Deck Beams Iron Staple Lodging Nails; 11 Iron hanging Nails and 6 Staple
Standard Oak side twist Decks

Number of Breasthooks Six Pointers one pair; Iron Hook one Crutches one; 2 Transoms one pair side

Butts End Bolts are of Iron Metal 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

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

Builder's Signature _____ Surveyor's Signature John Brunton

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,	140	Chain	1 1/2	3	Bower,	23 1/4; 21 1/4; 20
2	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1	Stream,	6
2	Fore Topmast Stay Sails,	70	Hawser	15/16	1	Kedge,	2.0.12
1	Main Sails,	80	Towlines	6			
2	Main Top Sails,	80	Warp	5			
	and <u>new forest</u>		All of <u>good</u> quality.				

Her Standing and Running Rigging Keel 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 same
with pendants

General Remarks—Statement and Date of Repairs.

*Was regularly surveyed during the Building; notes taken 17 25 23 27 13
5. 5. 6 7 8*

If Sheathed, Doubled, Felted, or Coppered In Metal on Low Water When last done Sep 1847

I am of opinion this Vessel should be Classed 10 A1.

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,
Wm Special£ : :

John Bauntson

Certificate (if required)£ : :

Committee's Minute 16th Nov 1847

Character assigned A 1 pr 10
LD