

No. 3381 Survey held at Sunderland: Date 18/11/47 November - 1847 3381
 on the Ship "Caroline Agnes" - Master A. H. Morris
 Tonnage 481 ¹⁰ 570 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>125</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>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>13</u>	Inches. Middle <u>13</u> Ends <u>11</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>12 1/2</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling	<u>3 1/2</u>
1 st Foothooks	" <u>10 1/11</u>	"	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>4</u>
2 nd Ditto	" <u>10</u>	"	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto	" <u>9</u>	"	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/2</u> <i>less</i>
Top Timbers	" <u>8</u>	"	Topsides	<u>3</u>	Hold Beam Clamps	<u>4</u>
Deck Beams N ^o <u>23</u>	Average Space } <u>4 1/4 - 9</u>	"	Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>3 1/2</u>
Hold Beams N ^o <u>19</u>	Average Space } <u>4 - 6</u>	"	Plank Sheers	<u>3 1/4</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>12</u>	"	Water-Ways	<u>5</u>	Hold Beam Shelves	"
Kelsons	" <u>13</u>	"	Upper Deck	<u>3 1/4</u>	Deck Beam Ditto	"

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 153 Inches. The Space between the Top-timbers is 465 Inches. The Stem, Stern Post, are composed of English Oak & Mahogany the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak & Mahogany and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of Eng Oak except 4 Septembers and Mahogany. The Shifts of the first and second Foothooks are not less than 1 1/4 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 square 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 1/5 of the entire moulding at that place. The Frame is loose chocked with 2 Butt at each end of the chock. The Main Kelson is composed of Mahogany and the False Kelson of English 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 Amer^e Red Elm. From the first Foothook Heads to the Light Water Mark of Amer^e Oak. From the Light Water Mark to the Wales of Mahogany part of the Proved Eng Oak. The Wales and Black-strakes are of Mahogany Sparley & Red. The Topsides of Mahogany. The Sheer-strakes and Plank-sheers of Mahogany Sparley & Red. The Water-ways of English Oak. The Decks of Yellow pine State of good. The Shifts of the Planking are not less than 5 Feet 3 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 Amer^e Oak the Bilge Planks of Amer^e Oak. The Ceiling, Lower Hold, of English Sparley & Red Between Decks of Mahogany. Shelf Pieces of English Sparley & Red 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 each side 'twixt Decks. Number of Breasthooks Six Pointers repair; Iron Hook all Crutches all; 2 Transoms each 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
2	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1
2	Fore Topmast Stay Sails,	70	Hawser	15/16	1
1	Main Sails,	80	Towlines	6	
2	Main Top Sails,	80	Warp	5	
and <u>two foremast</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 special care

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 A.1.

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 16th Nov 1847

Character assigned A 1 pr 10

John Buntson

[Handwritten signature]

