

No. 116 Survey held at Sligo Date 27 of September 1837
on the Brig Agnes Master Thomas Barrett
Tonnage 114 4/9 Built at Yarmouth in Norfolk When built in 1826 as appears by former
By whom built I could not ascertain Owners Thomas Barrett Master H69
Port belonging to Sligo Destined Voyage - Glasgow -
If Surveyed Afloat or in Dry Dock Surveyed on the graving bank while under repair
See Liverpool Liverpool No 305 (Classed 10.5.1834)

Length aloft..... 65 1/2 Feet. 10 1/2 Inches. Extreme Breadth 18 3/4 Feet. 9 1/2 Inches. Depth of Hold 11 1/2 Feet. 7 1/2 Inches.

Scantlings of Timber.

	Inches.	Inches. Middle.	Inches. Ends.
Timber and Space..... from 2 1/2 to 2 feet each	22 1/2		
Floors..... from 9 1/2 to 11 sided	10 1/2	Moulded	11 0
1 st Foothooks..... at lower End	8 x 10 1/2	"	10 1/2 0
2 nd Ditto.....	"	"	0 0
3 rd Ditto.....	"	"	0 0
Top Timbers..... at Stem post to 1st foot	8 1/2	at 1st	5 0
Deck Beams..... 8 1/2 to 9	"	"	9 6
Hold Beams.....	"	"	"
Keel..... 8 1/2 to 9	"	"	0
Kelsons..... one piece of American oak 1/4	"	"	20 0

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .. at present	2 1/2	Foot Waling.....	2 1/2
Bilge Planks.....	3 1/4	Bilge Planks.....	3 1/4 3/8
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2
Wales.....	4	Ditto Bilge to Clamp.....	2
Topsides.....	2 1/2	Hold Beam Clamps.....	2 1/2
Sheer Strakes.....	3	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	3 1/2	Hold Beam Shelves.....	0
Upper Deck.....	2 1/2	Deck Beam ditto.....	0

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/4	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	3 1/2
Scarp of Keel..... No 1	3/4	Butt End Bolts.....	3/4	Deck Beam.....	7 1/2
Floor Timber Bolts.....	1/4	Lower Pintle of the Rudder.....	2		
Kelson ditto.....	1/4				
Transoms and throats of Hooks.....	1 1/4				
Arms of Hooks.....	1 1/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 1 3/4 Inches. The Space between

the Top-timbers is 1 1/2 to 1 3/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed

of British oak of good quality and are all free from all defects. The all at present apparently good

Her Floors and first Foothooks are composed of best British oak Timber. all her frame is British oak

Her other Foothooks and Top Timbers of British oak and some to be very good

Her Shifts of the first and second Foothooks are not less than 1 1/2 N.B. When reported by you less than the prescribed Rule,

then state how many. I cannot state anything respecting this having no opportunity as yet

The rest of the Shifts of the Frame are as may be supposed

The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the

frame is British oak and good quality as far as could be seen for a ship of her age

The alternate Frames are 0 bolted together. I cannot say whether to cover them where they are not

The Butts of the Timbers are 0 close together; their thickness not less than 0 of the entire moulding at that place. 0

The Frame is 0 chocked with 1 1/2 Butt at each end of the chock. I cannot say having no opportunity

The Main Kelson is composed of American oak one piece and the False Kelson of no false Kelson

The Scarphs of the Kelsons are not less than 10 feet 10 inches. is the best Kelson that ever I seen under

The Deck and Hold Beams are composed of the best of British oak in such a state as to be

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of British oak 1 1/2 to 1 3/4

From the first Foothook Heads to the Light Water Mark of British oak 1 1/2 to 1 3/4

From the Light Water Mark to the Wales of British oak 1 1/2 to 1 3/4

The Wales and Black-strakes are of British oak and all makes the same appearance

The Topsides of British oak and some of it has been removed but a small part under the

The Sheer-strakes of British oak and all the bending hulls looks well in yet

The Gunwales of British oak Water-ways of British oak

The Shifts of the Planking are not less than 1 1/2 N.B. If reported less than the prescribed Rule, state whether

general or partial, and if partial, in what part of the Ship. I generally see the shortest shifts on the luff of the bow

Planking Inside.—The Clamps are composed of 1 1/2 the Stringers of 1 1/2

The Bilge Planks of British oak 1 1/2 to 1 3/4 and the remainder of the Ceiling of British oak very good

Fastenings.—To Hold Beams British oak 1 1/2 to 1 3/4

Deck Beams British oak 1 1/2 to 1 3/4

Number of Breasthooks 3 Routers one copper fastened Crutches 3 in the main throat

Butts End Bolts are of copper in the Bottom, and 0 Bolt in each Butt End through and clenched. 1 1/2

Bilge and Footwaling no butts bolted through and clenched. 1 1/2

General Quality of Workmanship was fairly good with good iron

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

Builder's Name

Surveyor's Name

