

No. 69 Survey held at Southampton Date May 4 1839
 on the Schooner Agnes Master M^r J. White
 Tonnage 137 3/10 Built at Southampton When built 1839
 By whom built M^r Blaker Owners M^r J. White & Co
 Port belonging to London Destined Voyage not known
 If Surveyed Afloat or in Dry Dock while Building

| | | | | | | |
|---------------------------------------|----------------------------|---------------------|---------------------------------------|---------------|-------------------------------|---------|
| Length aloft | Feet. 79 Inches. 33 3/4 | Extreme Breadth | Feet. 19 Inches. 3 1/2 | Depth of Hold | Feet. 13 Inches. 13 | |
| Scantlings of Timber. | | | Thickness of Plank. | | | |
| Timber and Space | each 25 | Inches. Middle Ends | Outside. | Inches. | Inside. | Inches. |
| Floors | sided 10 1/2 | Moulded 11 | Keel to Bilge | 3 | Foot Waling | 3 |
| 1 st Foothooks | " 9 | " 9 | 2 Bilge Planks | 4 | 2 Bilge Planks | 3 |
| 2 nd Ditto | " 8 1/2 | " 8 1/2 | Bilge to Wales | 2 1/2 | Ceiling in Flat | 2 1/2 |
| 3 rd Ditto | " 7 1/2 | " 7 1/4 | 4 Wales | 4 | Ditto Bilge to Clamp | 2 |
| Top Timbers | " 7 | " 7 | Topsides | 2 1/2 | Hold Beam Clamps | 3 |
| Deck BeamsN ^o . of 16 | " 9 | " 9 | Sheer Strakes | 3 | Deck Beam Ditto | 3 |
| Hold BeamsN ^o . of 4 | " 9 | " 9 | Plank Sheers | 3 | Ceiling 'twixt Decks | 2 |
| Keel | " 11 | " 15 | Water-Ways | 4 1/2 | Hold Beam Shelves | |
| Kelsons | " 11 | " 14 | Upper Deck | 3 | Deck Beam Ditto | Knees |
| false Kelson | | | | | | |
| Copper. | | | Size of Bolts in Fastenings. | | | |
| Heel-Knee, and Dead Wood abaft | 1 | Inches. | Copper. | Inches. | Iron. | Inches. |
| Scarp of Keel.....N ^o . 6 | 3/4 | | Bolts thro' the Bilge and Foot Waling | 5/8 | Hold Beam | 7/8 |
| Floor Timber Bolts | 1 | | Butt End Bolts | 5/8 | Deck Beam | 7/8 3/4 |
| Kelson ditto | 1 | | Lower Pintle of the Rudder | 2 1/2 | | |
| Transoms and throats of Hooks | 7/8 | | | | same in Iron above the Copper | |
| Arms of Hooks | 3/4 | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all free from all defects.

The Floors and first Foothooks are composed of do — do Timber.

The other Foothooks and Top Timbers of do do

The Shifts of the first and second Foothooks are not less than 3 ft 7 inches 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 all 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 1/3 of the entire moulding at that place.

The Frame is well chocked with A Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak.

The Scarphs of the Kelsons are not less than 0 feet inches.

The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of do do

The Wales and Black-strakes are of English Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of do do

The Decks of Main Deck Minor Quarter & Vane State of Good

The Shifts of the Planking are not less than 5 Feet 2 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 three between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of

Shelf Pieces of Clamps of English Oak

Fastenings.—To Hold Beams 2 Iron Pins at each end with a staple standard to the Deck

Deck Beams Double wood knees & every alternate beam a Iron Hanging knee

Number of Breasthooks 3 wood 1 Iron Pointers Crutches

Butts End Bolts are of Copper in the Bottom, and 2 Bolt in each Butt End out through and clenched. the other not

Bilge and Footwaling Copper bolted through and clenched. yes

General Quality of Workmanship Good

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

Builder's Name James Blaker

Surveyor's Name Chas. Foster

Her Masts, Yards, &c. are in new condition, and sufficient in size and length. yes

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

| N ^o . | | Fathoms. | | Inches. | N ^o . | |
|------------------|--|----------|------------------------------|---------|------------------|-----------------------------|
| ✓ | Fore Sails, | 180 | Chain | 1 | 2 | Bower, |
| ✓ | Fore Top Sails, | 80 | Hempen Stream Cable | 5½ | 1 | Stream, |
| ✓ | Fore Topmast Stay Sails, | 60 | Iron Hawser | 5½ | 2 | Kedge, |
| ✓ | Main Sails, | 160 | Towlines | 4½ | | |
| ✓ | Main Top Sails, | 1 | Warp | 3 | | |
| | and <u>all new & well found in other sails</u> | | All of <u>good</u> quality. | 3 | | <u>all of proper weight</u> |

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

She has one Long Boat and one Jolly Boat

The present state of the Windlass is good Capstan working and Rudder condition

General Remarks—Statement and Date of Repairs.

The Schooner is coppered and Copper fastened Throughout Below her wales the Planking outside and inside is well Edged free from sap well seasoned and properly fastened the Arms of Breasthooks are of good length and well fastened her wing Transoms have Iron Knees at Each End her Stern Timbers are secured by Iron Plates and Chocks Bolted to the Transoms the deadwood is of English Oak and the keels of the Timbers are all Bolted through and Clewed and having surveyed the Schooner three times while Building I agreeably to instructions I am of Opinion she is a Strong and faithful Built Vessel and in fit and proper Condition to take dry & Perishable Cargoes to & from all Parts of the world

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

I am of opinion this Vessel should be Classed 12 A 1

348 The Amount of the Fee.....£ 2 : 2 : — is received by me, Chas. Foster

Special£ : :

Committee's Minute 4 Mar 18 39

Character assigned A 1 for 12 years



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