

No. 97 Survey held at Bridport Date 26th July 1845
 on the Smack Agnes Master William Smith
 Tonnage 42 Built at Bridport When built 1845
 By whom built John Cox Owners William Tucker & Son
 Port belonging to Bridport Destined Voyage Coasting Trade
 If Surveyed Afloat or in Dry Dock on the Stocks

Length aloft	Feet. <u>50</u> Inches.	Extreme Breadth	Feet. <u>14</u> Inches. <u>1</u>	Depth of Hold	Feet. <u>2</u> Inches.	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>14</u>	Inches. Middle <u>9</u> Inches. Ends <u>9</u>	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>8</u>	Moulded	Keel to Bilge	<u>2½</u>	Foot Waling	<u>2½</u>
1 st Foothooks.....	" <u>7</u>	"	Bilge Planks	<u>3</u>	Bilge Planks	<u>2½</u>
2 nd Ditto.....	" <u>7</u>	"	Bilge to Wales	<u>2</u>	Ceiling in Flat	<u>2</u>
3 rd Ditto.....	" <u>6</u>	"	Wales	<u>3½</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>5½</u>	"	Topsides	<u>2</u>	Hold Beam Clamps	✓
Deck BeamsN ^o . of <u>14</u>	" <u>8</u>	"	Sheer Strakes	<u>2½</u>	Deck Beam Ditto.....	<u>2½</u>
Hold BeamsN ^o . of <u>none</u>	" "	"	Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>8</u>	" <u>12</u>	Water-Ways	<u>3</u>	Hold Beam Shelves	✓
Kelsons	" <u>10</u>	" <u>12</u>	Upper Deck	<u>2½</u>	Deck Beam Ditto.....	✓

Copper Iron	Inches.	Size of Bolts in Fastenings.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	$\frac{7}{8}$	Copper. Iron			
Scarphs of Keel.....N ^o . 1	$\frac{7}{8}$	Bolts thro' the Bilge and Foot Waling	$\frac{5}{8}$	Hold Beam	✓
Floor Timber Bolts	1	Butt End Bolts	$\frac{5}{8}$	Deck Beam	$\frac{3}{4}$
Kelson ditto	1	Lower Pintle of the Rudder	$2\frac{1}{4}$		
Transoms and throats of Hooks	$\frac{7}{8}$	}	}	same in Iron above the Copper.....	{ $\frac{7}{8}$
Arms of Hooks	$\frac{3}{4}$				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3½ Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

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

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3½ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

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 ~~strake~~ Frames are well 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 none

The Scarphs of the Kelsons are not less than 5 feet 6 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 Elm

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

From the Light Water Mark to the Wales of English Oak

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 Red Pine

The Decks of Yellow Pine State of good Quality

The Shifts of the Planking are not less than 4 Feet 6 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 strakes 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 English Oak

Shelf Pieces of none Clamps of English Oak

Fastenings.—To Hold Beams

Deck Beams Lodging wood Knees

Number of Breasthooks Three Pointers none Crutches none

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name

Surveyor's Name

John Cox
Robt. Gray

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 .	
	Fore Sails,	120	Chain	1 1/16	2	Bower, one of 3.2.0 and one of 3.1.0
	Fore Top Sails,	70	Hempen Stream Cable	4	1	Stream, 1.2.0
1	Fore Top Stay Sails,	70	Hawser	3	1	Kedge, — 3.0
3	Sails Main Sails,	60	Towlines	2 1/2		
1	Main Top Sails,		Warp			
1	Square Sail		All of <u>good</u> quality.			
and						

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

She has one Long Boat and

The present state of the Windlass is new ~~Copper~~ and Rudder new

General Remarks—Statement and Date of Repairs.

all the Frames in this Vessel are well Bolted together, well squared, and quite free from all defects, the Joints of the frame are close and cross Chocked, the Planking is wrought agreeable to the Rules of the Society, the Butts and Bridge Planks are well Bolted through and clenched, she is very strong and a well Built Vessel, and the Materials are all of the Best Quality

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

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

The Amount of the Fee.....£ 1 : : is received by me, Robt Gray

Special£ : :

Committee's Minute

Character assigned

29th July 1845

12 A 1



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