

No. 476 Survey held at Farmouth Date Sept 4th 1841

on the Primaental Master J. Agnew

Tonnage 101 Built at Farmouth When built 1841

By whom built J. Agnew Owners J. Agnew

Port belonging to Farmouth Destined Voyage

~~If Surveyed Afloat~~ or in Dry Dock during the three stages launched in September

Length aloft	Feet. <u>24</u> Inches. <u>1</u>	Extreme Breadth	Feet. <u>20</u> Inches. <u>5</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>9</u>
Scantlings of Timber.					
Timber and Space	each <u>22</u>	Inches. <u>22</u>	Inches. <u>10</u>	Thickness of Plank.	
Floors	sided <u>8 1/2</u>	Moulded <u>10</u>	Inches. <u>8 1/2</u>	Outside.	Inside.
1 st Foothooks	" <u>8 1/2</u>	" <u>8 1/2</u>	" <u>8 1/2</u>	Keel to Bilge	Foot Waling
2 nd Ditto	" <u>7 1/2</u>	" <u>7 1/2</u>	" <u>7 1/2</u>	Bilge Planks	Bilge Planks
3 rd Ditto	" <u>7 1/2</u>	" <u>7 1/2</u>	" <u>7 1/2</u>	Bilge to Wales	Ceiling in Flat
Top Timbers	" <u>6 1/2</u>	" <u>4 1/2</u>	" <u>4 1/2</u>	Wales	Ditto Bilge to Clamp
Deck Beams N ^o . of <u>17</u>	" <u>8</u>	" <u>8 1/2</u>	" <u>8 1/2</u>	Topsides	Hold Beam Clamps
Hold Beams N ^o . of <u>6</u>	" <u>10 1/2</u>	" <u>10 1/2</u>	" <u>10 1/2</u>	Sheer Strakes	Deck Beam Ditto
Keel	" <u>10</u>	" <u>14</u>	" <u>14</u>	Plank Sheers	Ceiling 'twixt Decks
Kelsons	" <u>11 1/2</u>	" <u>13</u>	" <u>13</u>	Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling	Inches. <u>3/4</u>	Hold Beam	Inches. <u>7/8</u>
Scarphs of Keel N ^o . <u>6</u>	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2 3/4</u>	same in Iron above the Copper	
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. 1/4 The Space between the Top-timbers is 4 Inches. 1/2 The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than 3-9 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3-9 to 4 feet. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good. The alternate Frames are bolted together. 3/4 N. B. If not, state how bolted. The Butts of the Timbers, are close together; their thickness not less than 3 of the entire moulding at that place. The Frame is cross chocked with 2 Butt at each end of the chock. The Main Kelson is composed of English oak and the False Kelson of . The Scarphs of the Kelsons are not less than 5 feet 0 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 American Elm. From the first Foothook Heads to the Light Water Mark of English oak the Plank is composed 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 Danish deals. State of . The Shifts of the Planking are not less than 5 Feet 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 English oak. Shelf Pieces of English oak. Clamps of English oak. **Fastenings.**—To Hold Beams 3 staple knees on each end in the middle of single beams for the top part. Deck Beams one lodging knee to each end & 13 iron hanging knees on each side. Number of Breasthooks 5 Pointers 2 Cratches 1. Butts End Bolts are of copper in the Bottom, and one Bolt in each Butt End through and clenched. and Footwaling copper bolted through and clenched. Quality of Workmanship Good.

I certify that the preceding is a correct description of the above-named Vessel, Federick Pistone Builder's Name G. W. W. W. Surveyor's Name

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .		
	Fore Sails,		Chain		Bower,	
	Fore Top Sails,		Hempen Stream Cable		Stream,	
	Fore Topmast Stay Sails,		Hawser		Kedge,	
	Main Sails,		Towlines			
	Main Top Sails,		Warp			
and			All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ and Rudder _____

General Remarks—Statement and Date of Repairs.

The appearance of this vessel is good she is framed chooked & fastened as the rule prescribes

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

I am of opinion this Vessel should be Classed 12A

The Amount of the Fee.....£ 2 : : is received by me, *George Bayley*

Special£ : :

Committee's Minute 10th Septe 1841

Character assigned 12 A *LB*



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