

No. 210 ⁸³ Survey held at Cardiff Date August 12 1840
 on the Schooner Agenorica Master H. Navramore
 Tonnage 53 Built at Salcombe When built 1838
 By whom built John Wall Owners Capt & Co
 Port belonging to Dartmouth Destined Voyage Oporto
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... 53 Feet. 11 Inches. Extreme Breadth 15 Feet. 7 Inches. Depth of Hold 8 Feet. 7 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>19-20</u>		
Floors..... sided	<u>7-9</u>	Moulded	<u>8</u>
1 st Foothooks.....	"	"	"
2 nd Ditto.....	<u>5</u>	"	<u>5 1/4</u>
3 rd Ditto.....	<u>5 1/2</u>	"	<u>4 3/4</u>
Top Timbers.....	<u>5</u>	"	<u>4 1/4</u>
Deck Beams..... <u>Thirteen</u>	<u>7 1/2</u>	"	<u>7 1/2</u> <u>4 1/2</u>
Hold Beams.....	"	"	"
Keel.....	"	"	"
Kelsons.....	<u>9</u>	"	<u>8</u> <u>11 1/2</u>

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks.....					

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

Her Floors and first Foothooks are composed of British Oak Timber.

Her other Foothooks and Top Timbers of British Oak

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

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

The alternate Frames are _____ bolted together.

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

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

The Main Kelson is composed of British Oak and the False Kelson of British Oak

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

The Deck and Hold Beams are composed of British Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of British Oak

The Wales and Black-strakes are of British Oak

The Topsides of British Oak

The Sheer-strakes of British Oak

The Gunwales of British Oak Water-ways of British Oak Decks Respine & good

The Shifts of the Planking are not less than _____ Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought _____ between.

Planking Inside.—The Clamps are composed of British oak the Stringers of _____

The Bilge Planks of British Oak and the remainder of the Ceiling of British Oak

Fastenings.—To Hold Beams _____

Deck Beams Double kneed British Oak

Number of Breasthooks Three Pointers _____ Crutches _____

Butts End Bolts are of _____ in the Bottom, and no Bolt in each Butt End through and clenched.

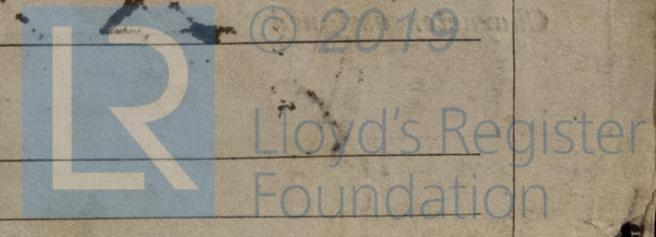
Bilge and Footwaling are not bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name _____

Surveyor's Name _____



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
1	Fore Sails,	140	Chain	12/16	2 Bower,
1	Fore Top Sails,	80	Hempen Stream Cable.....	5	1 Stream,
-	Fore Topmast Stay Sails,	80	Hawser	3 1/2	2 Kedge,
2	Main Sails,	80	Towlines	3	All of proper weight.
-	Main Top Sails,	60	Warp	2 1/2	
and sufficient other sails		All of <u>good</u> quality.			

Her Standing and Running Rigging is quite sufficient in size and good in quality.

She has a good Long Boat and —

The present state of the Windlass is good. Dr. Paul Capstan — and Rudder good

General Remarks—Statement and Date of Repairs.

This vessel has had a plank taken out at the footheadheads and a listing taken out on the deck below the deck clamps forward & aft and the material of the frame ascertained according to the Rules Sec 51. A Certificate requested for which I have recd 5/-

Pre paid

Charles Graham
White Lion Lane
London
E.C. 4



If Sheathed, Doubled, or Felted, —

and Date when last done —

And I am of opinion this Vessel should be Classed 10A1

The Amount of the Fee.....£ 1 is received by me, John Murray Riches.

Committee Minute 18th Sept 1840

Character assigned A 1 for 9 years

