

No. \_\_\_\_\_ Survey held at Port London Date Feb 4 1839 5029  
on the Schooner Agenoria Master J. W. Hunt  
Tonnage 128 Built at Prince Edward's Island When built Nov 1838  
By whom built \_\_\_\_\_ Owners Betts - Coburn & Co  
Port belonging to London Destined Voyage Alger Bay  
If Surveyed Afloat or in Dry Dock Bullhead Dock

Length aloft.....	Feet.   Inches.	Extreme Breadth .....	Feet   Inches.	Depth of Hold .....	Feet.   Inches.
Scantlings of Timber:			Thickness of Plank.		
Timber and Space.....	each	Inches.	Inches.	Inches.	Inches.
Floors.....	sided	Moulded	Outside.	Inside.	
1 <sup>st</sup> Foothooks.....	"	"	Keel to Bilge .....	Foot Waling.....	
2 <sup>nd</sup> Ditto.....	"	"	Bilge Planks.....	Bilge Planks.....	2 1/2
3 <sup>rd</sup> Ditto.....	"	"	Bilge to Wales.....	Ceiling in Flat.....	2
Top Timbers .....	"	"	Wales .....	Ditto Bilge to Clamp .....	2
Deck Beams .....	Number of 15	10	Topsides .....	Hold Beam Clamps .....	
Hold Beams .....	Do. do.	"	Sheer Strakes .....	Deck Beam Ditto.....	3
Keel .....	"	"	Plank Sheers.....	Ceiling 'twixt Decks .....	
Kelsons .....	"	11	Water-ways .....	Hold Beam Shelves .....	8x8
			Upper Deck .....	Deck Beam ditto .....	

Size of Bolts in Fastenings.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft .....	Inches.	Heel-Knee, and Dead Wood abaft .....	Inches.	Heel-Knee, and Dead Wood abaft .....	Inches.
Scarp of Keel.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Floor Timber Bolts.....		Butt End Bolts .....		Deck Beam .....	
Kelson ditto.....		Lower Pintle of the Rudder .....			
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 \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Black Birch & Hackmatack and are free from all defects. Her Floors and first Foothooks are composed of Black Birch Timber. Her other Foothooks and Top Timbers of Hackmatack & Black Birch admitted. 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 Black Birch and the False Kelson of \_\_\_\_\_. The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. bolted through every floor. The Deck and ~~Hold Beams~~ are composed of Pine.

**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 \_\_\_\_\_. The Wales and Black-strakes are of \_\_\_\_\_. The Topsides of \_\_\_\_\_. The Sheer-strakes of Black Birch Decks, and state of, Good. The Gunwales of Pine Water-ways of Pine. The Shifts of the Planking are not less than 4 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 irregularly between the Stringers of \_\_\_\_\_.

**Planking Inside.**—The Clamps are composed of Pine. The Bilge Planks of Black Birch and the remainder of the Ceiling of Pine & Black Birch.

**Fastenings.**—To Hold Beams Deck Beams 2 broad Lodging 4 B. J. W. Hunt Number of Breasthooks 4 Pointers none Crutches 1 Butts End Bolts are of Yellow Metal 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 good fair.

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

Builder's Name \_\_\_\_\_  
Surveyor's Name George Bayley



5029 Lon

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

She has SAILS.

CABLES, &c.

ANCHORS.

No.		Fathoms.		Inches.	No.	
	Fore Sails,	180	Chain .....		3	Bower,
	Fore Top Sails,	80	Hempen Stream Cable.....	6	1	Stream,
	Fore Topmast Stay Sails,	80	Hawser .....		1	Kedge,
	Main Sails,	80	Towlines .....			All of proper weight.
	Main Top Sails,		Warp .....			
	and		All of <u>good</u> quality <u>Ans</u>			

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan refitting and Rudder good

**General Remarks—Statement and Date of Repairs.**

The keelson, Butts, Hold Beams & <sup>Abacus</sup> keels are all  
coated with Yellow Metal Bots - 4 Pair of Iron,  
Hanging knees put to Deck Beams, Caulked  
throughout and sheathed with Yellow Metal  
upon paper to 11 feet

This vessel appears to be a very good one of  
her kind - and is in my opinion entitled to the  
highest class the Rules will admit for

If Sheathed, Doubled, or Felted, Yell on Paper

and Date when last done Feb 4 1839

And Sam of opinion this Vessel should be Classed 4 years

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

Committee Minute 22 March 1839

Character assigned A 1 for 4 years

Luckie



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