

IRON SHIPS.

No. 5537 Survey held at Port Glasgow Date now named 26th March 1869
 on the Iron Ship "Agnes Maie" Adelle Master John Living
 Tonnage under tonnage deck 798.73 Built at Port Glasgow When built 1869 Launched 13th March 69
 Ditto of poop or spar deck 45.88 By whom built Robert Duncan & Co Owners P. Henderson & Co
 Ditto of engine room household 24.22 Port belonging to Glasgow Destined Voyage New Zealand
 Total Register tonnage 901.31
 Gross Tonnage as per plan 851.16
 Surveyed while Building, Afloat, or in Dry Dock While Building and Afloat.

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Horse.	No. of Decks			
Length aloft	192	0	Extreme Breadth	32	4	Depth from top of Upper Deck Beam to top of Floor	20	1/2	Power of Engines	—	No. of Decks	Two.
(Dimensions of Ship per Register, length 197 1/2 breadth 32 3/4 depth 19 7/8)												
Keel, bar iron, depth and thickness	Inches in Ship.		Inches required per Rule.		Plates in Garboard Strakes, breadth and thickness		Inches in Ship.		Inches required per Rule.		Inches required per Rule.	
if plate iron, breadth and thickness	7 1/4 x 2 3/4		7 1/4 x 2 3/4		Ditto from Garboard to upper part of Bilges		—		1 1/2		1 1/2	
bar iron, moulding and thickness	7 1/4 x 2 3/4		7 1/4 x 2 3/4		from upper part of Bilge to a perpendicular height from upper side of Keel of 3/4ths the entire depth of Hold		—		1 1/2		1 1/2	
if plate iron, breadth and thickness	7 1/4 x 2 3/4		7 1/4 x 2 3/4		from 3/4ths depth of Hold to lower edge of Sheerstrake		—		7/8		7/8	
Stern-post, bar iron, moulding and thickness	7 1/4 x 2 3/4		7 1/4 x 2 3/4		Sheerstrake, breadth and thickness		30		7/8		30	
if plate iron, breadth and thickness	7 1/4 x 2 3/4		7 1/4 x 2 3/4		Butt Straps to outside plating, breadth and thickness		10		7/8		7/8	
Distance of Frames from moulding edge to moulding edge, all fore and aft	23		23		Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness		32		7/8		27 1/2	
Frames, Size of Angle Iron, single or double	4		3		Angle Iron on ditto		5 x 3 1/2		7/8		47 1/2 x 3 1/2	
Reversed Iron, if to every frame	3		3		Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways		12		7/8		11 1/4	
on every frame	3		3		Diagonal Tie Plates on top ditto		12		7/8		11 1/2	
Floors, depth and thickness of Floor Plate at mid line	—		22		Planksheer, materials and scantlings		None fitted.		—		—	
Ditto ditto at Bilge Keelson	—		13		Waterway ditto ditto		Fitted.		—		—	
Size of Reversed Angle Iron, and No. one at top of Floor Plate	3		3		Flat of Upper Deck, thickness and material		5 x 3 1/2		7/8		3 1/2	
Beams, Deck (No. —) double Angle Iron, Plate, Tee, or Bulb Iron	—		7 1/2		how fastened to Beams		By Galleys		—		—	
double or single Angle Iron, on top edge	3		3 1/2		Ceiling between Decks and in Hold, thickness and material		Planks 6 x 2 1/2		—		—	
average space between	46 ins.		—		Clamps or Spiketting ditto		—		—		—	
Hold, or Lower Deck (No. —) double Angle, Tee, Plate, or Bulb Iron	—		8		Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness		23		7/8		20 1/2	
double or single Angle Iron, on top edge	3		3 1/2		Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams		12		7/8		12	
average space between	46 ins.		—		Stringers in Hold		5 x 3 1/2 x 7/8		—		5 x 1 1/2 x 7/8	
Paddle, sided and moulded, thickness of Plate size of Angle Iron	—		—		Flat of Lower Deck, thickness and material		3 x 1 1/2		—		—	
Engine	—		—		Main piece of Rudder, diameter at head		5 1/2		—		5 1/2	
son, single or double plate, box, or intercostal	—		26		" " " at heel		3		—		3	
Size of Plates	—		8		(Can the Rudder be unshipped afloat)		Yes		—		—	
Size of Angle Irons	—		5 1/2		Bulkheads, No. Two Thickness of		—		6 1/2		4 1/2	
Side, single or double, plate, box, or intercostal	—		—		Height up, to foremast one below deck and the after one to lower deck		—		—		—	
Bilge (No. one at each Bilge, single, or double, plate, or box	—		5		how secured to the sides of the ship		between double transoms		—		—	
transoms, material Two Iron or, if none, in what manner compensated for.	—		—		size of vertical angle irons		3 x 3 1/2 x 7/8 and their distance apart		about 6 ins.		—	
ght-heads, and Hawse Timbers	—		—		rivetted through plates with (7/8 in.) rivets, about (7 ins.) apart		—		—		—	
Frames extend in one length from	—		—		The reverse angle irons on the floors extend in one length across the middle line from turn of Bilge to opposite turn of Bilge, and		—		—		—	
on the frames	—		—		" " " on the frames		—		—		—	
from turn of Bilge to foremast and Lower deck alternately	—		—		Keelson, how are the various lengths of plates or angle irons connected?		Bulb plates to Keelson lapped 18 ins, remainder by Butt Straps		—		—	
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (7/8 in.) diameter, averaging (4 1/2 in.) apart.	—		—		Edges from Garboards to upper part of bilge, worked clench, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.		—		—		—	
Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/2 in.) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart.	—		—		Do the butt straps lap over and rivet through the lands of the strake below?		No!		—		—	
Ed from bilge to sheerstrake, worked carvel with a lining piece () thick, or clench, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 in.) apart.	—		—		Do the butt straps lap over and rivet through the lands of the strake below?		No!		—		—	
Edges of Sheerstrake, double or single rivetted? At upper edge Single. At lower edge Double.	—		—		Butts from bilge to planksheers, worked carvel with butt straps (1 1/2 in.) thick, double or single rivetted; with rivets (7/8 in.) diameter, averaging (3 1/2 ins.) apart. Breadth of laps in double rivetting (4 1/2 in.) Breadth of laps in single rivetting (2 1/2 in.)		—		—		—	
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted?	—		—		all double rivetted.		—		—		—	
Planksheer, how secured to the plating of the sides	—		—		Explain by sketch		Gutter Sakenway cemented.		—		—	
Waterway " " planksheer and to the Beams	—		—		if necessary.		—		—		—	
Deck Beams, how secured to the side?	—		—		By properly turned Trunks twice and a half the depth of Beam in length.		—		—		—	
Hold or Lower Deck ditto	—		—		In a similar manner to the deck Beams.		—		—		—	
Paddle	—		—		No. of breasthooks		Horse crutches		Three.		—	
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c?	—		—		Mossend.		Consett.		—		—	
Manufacturer's name or trade mark	—		—		Mossend Iron Company and Consett Iron Company.		—		—		—	
We certify that the above is a correct description of the several particulars therein given.	—		—		—		—		—		—	
Builder's Signature	—		—		Surveyor's Signature		—		—		—	

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes.

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes.

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid with single pieces.

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. and are the rivet holes well and sufficiently countersunk in the outer plate? Yes.

Are there any rivets which either break into or have been put through the seams or butts of the plating? None in Butts.

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name. See Plate.)

Masts: diagonal. Material: Iron. Section of Mast: See Plate.

Fore Mast: 27 ins. Iron: 3 1/2 ins. 3 1/2 ins. double. See Plate.

Main Mast: 27 ins. Iron: 3 1/2 ins. 3 1/2 ins. double. See Plate.

Bowsprit: 27 ins. Iron: 3 1/2 ins. 3 1/2 ins. double. See Plate.

Yards: 27 ins. Iron: 3 1/2 ins. 3 1/2 ins. double. See Plate.

Trussing: 27 ins. Iron: 3 1/2 ins. 3 1/2 ins. double. See Plate.

Sketches for masts issued from Harb. Public Machine Shop by Taylor & Sons, and for chains from J. Dafford & Co. Machine Shop, signed M. R. Radcliff.

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight, Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	536.5	150	1 1/2	1 1/2	1 1/2	Fore Mast	1	27.5	27.5	27.5	27.5
Fore Top Sails,	Chain	536.5	150	1 1/2	1 1/2	1 1/2	Bowers	1	26.5	26.5	26.5	26.5
Fore Topmast Stay Sails,	Stream Cable	90	7/8	7/8	7/8	7/8	Stream	1	22.2	22.2	22.2	22.2
Main Sails,	Hawser	90	10/16	10/16	10/16	10/16	Kedges	1	5.0	5.0	5.0	5.0
Main Top Sails,	Towlines	90	7/16	7/16	7/16	7/16						
and all good.	Warp	90	5	5	5	5						
	All of <u>Good</u> quality.	90	4	4	4	4						

Her Standing and Running Rigging as per Plan sufficient in size and Good in quality.

She has One Long Boat and One Life Boat and two others.

The present state of the Windlass is Good. Capstans Good and Rudder Good. Pumps Good.

She has also two fixed Anchors and one portable one.

Order for Special Survey No. 444 DATES of Surveys held: 1st. On the several parts of the frame, when in place, and before the plating was wrought. 2nd. On the plating during the progress of rivetting. 3rd. When the beams were in and fastened, and before the decks were laid. 4th. When the ship was complete, and before the plating was finally coated. 5th. After the ship was launched.

Order for Ordinary Survey No. — as per Section 18.

State if she has a Spar Deck None Poop Yes or Forecastle Yes.

General Remarks,

This vessel has been built under Special Survey, order No. 444. She is fitted with full poop and fore-castle, and a stowage on deck, for part of the crew. She is also fitted with a bow-port on each bow, leading to the lower decks and hold respectively; the same being substantially iron-framed. The ports themselves are made of East India Teak, and secured with iron port-bars, screw-bucklers, hooks and bolts, in an efficient manner. Aboard of these bow-ports, she has 25 airtight iron-doors, in the fore-most bulkhead, properly framed and secured, with hinges, screw-bolts and nuts, bore up upon an India-rubber-packing. The outside surfaces of these wood-ports, are sheathed with zinc.

She is fitted with a middle-line Intercoastal Keelson, formed of plate connected to the floors, vertically, by angle-irons; a deep bulk-head is rivetted to these Intercoastal-plates, spanning above floors, between two iron angle-irons, all fore and aft, which are again connected to the double Reverse-frames on top of floor-plates longitudinally.

In what manner are the surfaces preserved from oxidation? Inside Painted to upper part of Ridges above which Ditto ditto and Outside with three coats of shell of Iron-paint with the addition of Mr. Craik's preservative on Bottom.

I am of opinion this Vessel should be Classed A. 1. +

The amount of the Fee £ 5 : 0 : 0 is received by me,

Special £ 42 : 11 : 0

+ Certificate (if required) £ - : - : -

Committee's Minute 2nd April 1869

Character assigned A

Williamson.

This Iron built ship appears eligible for Classification and recommended above.