

IRON SHIPS.

2188

Run 7/1/60

No. 2037 Survey held at Middlesbrough Date 4th July 18 60
 on the Screw Steamer Agnes Troon Master Mr W Pittuck
 Tonnage Gross 598 Engine Room 131 Register 466.97 Built at Middlesbrough
 When Built 1860 By whom built Richardson Duck & Co Owners E Corry & others
 Port belonging to London Destined Voyage Gronstadt
 If Surveyed Afloat or in Dry Dock Special survey when building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck to bottom of Floor	Feet.	Inches.	Power of Engines	Horse No.
193			26			16		3	80	
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Floors, Size of Angle Iron, and No. at bottom of Floor Plate	4	3	7/16	3 3/4	2 3/4	7/16				
depth and thickness of Floor Plate at mid line	16 1/2	x	9/16	16	x	9/16				
depth and thickness of Floor Plate at Bilge Keelson	7	x	9/16	3 3/4	x	7/16				
Size of Reversed Angle Iron, and No. at top of Floor Plate	3	2 1/2	7/16	3	2 1/2	7/16				
Frames, Size of Angle Iron, single or double	4	3	7/16	3 3/4	2 3/4	7/16				
Reversed Iron, if to every frame	3	2 1/2	7/16	3	2 1/2	7/16				
Beams, Deck (No. 1) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	7/16	2 1/4	2 1/4	4/16				
depth & thickness of plate amidships	6 1/2	x	7/16	6 1/2	x	7/16				
double or single Angle Iron, on lower edge	36		36							
average space between	36		36							
if wood (No. 1) sided & moulded										
Hold, or Lower Deck (No. 38) double Angle Iron or Bulb Iron with double Angle Iron on top	2 1/2	2 1/2	7/16	2 1/4	2 1/4	4/16				
depth & thickness of plate amidships	6 1/2	x	7/16	6 1/2	x	7/16				
double or single Angle Iron, on lower edge	36		36							
average space between	36		36							
if wood (No. 1) sided & moulded										
Paddle, wood, sided and moulded or if Iron, size of Plate										
Engine	4 1/2	3	7/16	4 1/4	3 1/4	7/16				
Keelson, wood, sided & moulded, iron, size of plate, if Box, give sketch & dimensions	11	x	7/16	10	x	9/16				
Side or Bilge double Angle Iron	4 1/2	3	7/16	4 1/4	3 1/4	7/16				
Number	Three		Three							

Transoms, material _____ or, if none, in what manner compensated for. By frames and Plating
 Knight-heads _____ Bulkheads, No. Four Thickness of 6/16 6/16
 Hawse Timbers _____ are they free from defects? _____ how secured to the sides of the ship Single frames broad beams & brackets
 size of vertical angle iron and their distance apart 3 x 2 1/2 x 9/16 . 30 in
 The Frames or Ribs extend in one length from Keel to Gumwale rivetted through plates with (3/4 in.) rivets, about (6 in.) apart.
 The reverse angle irons on the floors extend in one length across the middle line from Hold Stringer to St
 " " " on the frames " " " from Hold Stringer to Gumwale on alternate frames
 Keelson, how are the various lengths of plates or angle irons connected? Butt Straps rivetted & angle irons on edges shifted
 Plates, Garboard, double or single rivetted to keel & at upper edge, with rivets (1 in.) diameter averaging (4 in.) from centre to centre of rivet.
 " Edges from Garboards to upper part of bilge, worked carvel with a lining piece (1 in.) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets.
 " Butts from Keel to turn of bilge, worked carvel with a lining piece (3/16) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 " Edges from bilge to planksheer, worked carvel with a lining piece (1 in.) thick, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? Yes
 " Butts from bilge to planksheers, worked carvel with a lining piece (3/16) thick, or clencher, double or single rivetted; rivets (3/4 in.) diameter, averaging (3 in.) from centre to centre of rivets. Breadth of laps in double rivetting (4 in.) Breadth of laps in single rivetting (2 1/4 in.)
 Planksheer, how secured to the plating of the sides { Explain by sketch, } None
 Waterway " " planksheer and to the Beams { if necessary. }
 Side trussing _____ breadth and thickness of plates _____ how secured? _____
 Deck trussing Four pairs of diagonal plates fitted 8 x 9/16 rivetted to Beams
 Deck Beams, how secured to the side? Bracket knees rivetted to frames & beam plates
 Hold or Lower Deck " _____
 Paddle " _____
 No. of breasthooks Four crutches Two how are pointers compensated? By termination of stringers
 What description of iron is used for the angle iron and plate iron in the vessel? Rankin's Cement Builder's Signature Richardson Duck & Co

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Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double riveted edges and butts, and at least three 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? Yes

Do the holes for rivetting plate to frames, lining pieces, 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? Yes. Several in the Butts

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

SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
/	Fore Sails,	Chain	240 1 3/8	Bower,	3 16 2
/	Fore Top Sails,	Heaven Stream Cable	60 3/4	Stream,	1 4 2
/	Fore Topmast Stay Sails,	Hawser	75 4 1/2	Kedge,	1 2 0
/	Main Sails,	Towlines	75 8		
/	Main Top Sails,	Warp s.....	75 6 1/4		
and others as usual		All of <u>good</u> quality.			

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

She has Three Life ~~Long~~ Boats and One Solly Boat

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<u>Special Survey No. 104</u>
	2nd.	On the plating during the progress of rivetting	
	3rd.	When the beams were in and fastened, and before the decks were laid	<u>First Survey 3rd Nov. 18</u>
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	<u>Last Survey 4th July</u>

In what manner are the surfaces preserved from oxidation? With three coats of Paint

We are of opinion this Vessel should be classed GA 1

The amount of the Fee£ 5^{/-} is received by me,

Special£ 29 18^{/-}

Certificate (if required)£

Committee's Minute 6th July 18

Character assigned A 1 for 9 Years

Handwritten signatures: Jm Davidson, S. P. Gladstone