

IRON SHIP.

Rev 12/4/95

No. 2291 Survey held at Refast Date, First Survey 16th July 44 Last Survey 8th April 1845
On the Iron Sailing Ship "Aglaia" Yard Number 90 Master M. Murray
Built at Refast
When built 1845 Launched 10th March
By whom built Harland & Wolff
Owners Mr Workman & Co
Port belonging to Refast
Destined Voyage Refast
If Surveyed while Building, Afloat, or in Dry Dock.

TONNAGE under Tonnage Deck }
Ditto of Third, Spar, or Awning Deck }
Ditto of Deck }
Ditto of Deck }
Ditto of Houses on Deck }
Ditto of Forecastle }
Gross Tonnage }
Less Crew Space }
Less Engine Room }
Register Tonnage as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded)
DEPTH from upper part of Keel to top of Upper Deck Beams
GIRTH of Half Midship Frame (as per Rule)
1st NUMBER
1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet
LENGTH
2nd NUMBER
PROPORTIONS—Breadths to Length
Depths to Length—Upper Deck to Keel
Main Deck ditto

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	198	0	Moulded	36	6	top of Floors to Upper Deck Beams	20	0				
						Do. do. Main Deck Beams						
Dimensions of Ship per Register, length	187.8		breadth	32.0		depth	19.9					
KEEL, depth and thickness												
STEM, moulding and thickness												
STERN POST for Rudder do. do.												
for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships												
Do. for $\frac{1}{2}$ at each end												
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships												
thickness at the ends of vessel												
depth at $\frac{3}{4}$ the half-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single, or double Angle Iron, on Upper Edge												
Average space												
BEAMS, Lower Deck, Hold or Orlop												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or intercostal, Plates												
" Rider Plate												
" Bulb Plate to Intercostal Keelson												
" Angle Irons												
" Double Angle Iron Side Keelson												
" Side Intercostal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons												
" do. Bulb Iron												
" do. Intercostal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercostal plates riveted to plating for length												
SIDE STRINGER Angle Irons												

Transoms, material. Knight-heads. Hawse Timbers. Refast
Windlass Gunheart 44 Pall Bitt Refast

The FRAMES extend in one length from Middle line to Upper deck and main
The REVERSED ANGLE IRONS on floors and frames extend from lower middle line to Upper deck stringer and to Upper deck alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 4 3/8 ins. from centre to centre.
Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter averaging 3 1/4 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter averaging 3 1/4 ins. from centre to centre.
Butts of 2 Strakes at Bilge for 100 length, treble riveted with Butt Straps 7/8 thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 1/4 ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for 100 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
Butts of Main Stringer Plate, treble riveted for 100 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 100 length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
Waterway, how secured to Beams Gun waterway (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? Iron turned down & riveted

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c? Refast
Manufacturer's name or trade mark, Mosend. W. C. H. J. Hemette & Co.

The above is a correct description.

Builder's Signature, Harland & Wolff Surveyor's Signature, James M. Hill

1426 ♀ Lm

State also Length and Diameter of Lower Masts and Bowsprit ~~Fore & Main Masts~~ Lengths 40 & 41, 19" at heel 25 1/2" at partners & 16" at head, plates 7/16 & 1/2, Angles 3 1/2 x 2 1/2 x 7/16. Lower Yards, length 40, 14" dia. plate 7/16 & 1/4 angles 3 x 2 x 7/16. Bowsprit, length 21, 25" at housing, plates 7/16 & 1/2, angles 3 1/2 x 2 1/2 x 7/16. All an Piece of 3 plates & 3 angles, plates 9' long. Lends single, Butts, Quadruple, tube and double rivetted.

Standing and Running Rigging Mu & Hemp sufficient in size and good in quality. - She has 2 ~~big~~ Boats and 2 others
The Windlass is good Capstan good and Rudder good Pumps good and sufficient

By test
write to Lawrence
no 13/4/75

forecastle ³⁴ raised quarter deck ³⁴ of double or part double bottom.
 Outside *Mint*
James M. Mc
 This vessel appears
 to be of the
 class of 100A as
 recommended
 the 1st of 1908
 27-11-1908
 Lloyd's Register
 Foundation