

# IRON SHIP. 16350 No. 4876

No. 6995 Survey held at Port Glasgow Date, First Survey 29<sup>th</sup> Decr 1875 Last Survey 5<sup>th</sup> June 1876

On the Ship "Agnes Oswald" Master Mitchell

TONNAGE under Tonnage Deck	1314.50	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck.		SPAR, OR AWNING-DECKED VESSEL.
Ditto of Poop, or Raised Or. Dk.	70.05	HALF BREADTH (moulded) .. . . . 18.47 6
Ditto of Houses on Deck	21.43	DEPTH from upper part of Keel to top of Upper Deck Beams 24.2
Ditto of Forecastle	41.20	GIRTH of Half Midship Frame (as per Rule) .. . . . 37.3
Gross Tonnage	1447.34	1st NUMBER .. . . . 79.916
Less Crew Space	67.12	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
Less Engine Room	1380.22	LENGTH .. . . . 232.75
Register Tonnage as cut on Beam		2nd NUMBER .. . . . 18600
		PROPORTIONS—Breadths to Length .. . . . 6.3
		Depths to Length—Upper Deck to Keel .. . . . 9.6
		Main Deck ditto .. . . .

Built at Port Glasgow  
 When built 1875-76 Launched 12 May 1876  
 By whom built Henry Munay & Co  
 Owners David Law  
 Port belonging to Glasgow  
 Destined Voyage San Francisco  
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH	Feet. Inches. 232.75	BREADTH—Moulded... 36.03	DEPTH top of Floors to Upper Deck Beams 22.2	Power of Engines ...	Horse. 2	No. of Decks with flat laid One	No. of Tiers of Beams 1
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	Inches in Ship.	Inches per Rule.						
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STERN-POST for Rudder do. do. for Propeller	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
REVERSED FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 2/3 the half-bdth. as per Rule height extended at the Bilges	24	24	24	24	24	24	24	24
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	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3	5 x 3
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	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
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	9	9	9	9	9	9	9	9
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	17	17	17	17	17	17	17	17
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	5	5	5	5	5	5	5	5
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length	5	5	5	5	5	5	5	5
SIDE STRINGER Angle Irons	5	5	5	5	5	5	5	5
Transoms, material. Knight-heads. Hawse Timbers.	Iron	Iron	Iron	Iron	Iron	Iron	Iron	Iron
Windlass <u>Iron Patent</u> Pall Bitt								

Flat Keel Plates, breadth and thickness	36	11	36	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	3 Strakes, 11	3 Strakes, 11	3 Strakes, 11	3 Strakes, 11
fin up. part of Bilge to Ir. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	40	12	40	12
Butt Straps to outside plating, breadth & thickness	11 x 16	16 x 16	11 x 16	16 x 16
Lengths of Plating	6 Pairs	5 Pairs	6 Pairs	5 Pairs
Shifts of Plating, and Stringers	2	2	2	2
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	46	10	46	10
Angle Iron on ditto				
Tie Plates fore and aft, outside Hatchways				
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	46	10	46	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. Tie Plates, outside Hatchways	5 x 4 x 9	5 x 4 x 9	13	10
Diagonal Tie Plates on Beams, No. of pairs	13	10	13	10
Waterways materials and scantlings	Gutter	4		
Flat of Middle Deck do. do.	4			
How fastened to Beams	Screw Bolts & nuts			
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	33	9	33	9
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9	13	10
Stringer or Tie Plates, outside Hatchways and Flat of Lower Deck	13	10	13	10
Ceiling betwixt Decks, thickness and material in hold do. do.	2 1/2	2 1/2	2 1/2	2 1/2
Main piece of Rudder, diameter at head do. at heel	63	63	63	63
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. Thickness of Height up	1	7/16	Main Deck	
How secured to sides of ship	Double Frames			
Size of Vertical Angle Irons and distance apart	3 1/2 x 3 x 9/16	30	ins.	
Are the outside Plates doubled two-spaces of Frames in length?	Yes			

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.  
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to Main Deck Stringer and to every frame 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 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.  
 Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.  
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
 Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.  
 Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.  
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting —  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble or double Riveted?  
 Waterway, how secured to Beams Iron Gutter (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 5 Crutches, 5  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Best  
 Manufacturer's name or trade mark Angle & Bulb Iron & Plates Messrs  
 The above is a correct description.  
 Builder's Signature, Henry Munay & Co Surveyor's Signature, H. B. Bould  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 466-0283



**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed*  
 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*  
 Are the fillings between the ribs and plates solid single pieces? *Yes*  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*  
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*  
 Do any rivets break into or through the seams or butts of the plating? *a few* 16334200

Masts, Bowsprit, Yards, &c., are *Iron* in *Good* condition, and sufficient in size and length. If of Iron or Steel give 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit. *Fore Mast 83-6 dia 30 Main 86-6 dia 31 Mizzen 80-0 dia 28 3/4 Bowsprit 24-9 dia 32*  
*Fore Mast Thickness 7/16 to 6/16 in 3 plates*  
*Main Mast " " 8/16 to 6/16 in 4 " "*  
*Mizzen " " 7/16 to 6/16 in 3 " "*  
*Bowsprit " " 8/16 to 6/16 in 3 " "*  
 Edges double riveted Butt straps outside 1/16 thicker than plates and heels & double riveted plates doubled in way of wedging. Bowsprit fitted with diaphragm plate & angle Irons.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
No.	SAILS.	CABLES, &c.										
2	Fore Sails,	270	1 7/8	63 1/2	13-1/2	107 1/2	16/32	249	34-0-14	31-14-1-1/4	34-0-0	31-12-20
2	Fore Top Sails,						7/4	2565	34-1-0	31-16-1-0	20-3-17	27-16
2	Fore Topmast Stay Sails							2564	29-1-0	28-1-1-0		
2	Main Sails,	90	1		1				14-0-0		13-2-0	
2	Main Top Sails,	90	10 1/4		10				7-0-0		6-3-0	
	and other usual wire	90	5 1/4		6				3-2-0		3-1-0	

Standing and Running Rigging *Manilla* sufficient in size and *Good* in quality. She has *one* Long Boat and *3* others  
 The Windlass *Emerson & Walker Patent* Capstan *3* and Rudder *Efficient* Pumps *2 Iron*

Engine Room Skylights.—How constructed? *Efficient* How secured in ordinary weather? *Efficient*

Coal Bunker Openings.—How constructed? *Efficient* How are lids secured? *Efficient* Height above deck? *Efficient*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Pats & Scuppers*

Cargo Hatchways.—How formed? *Iron Cornings*

State size Main Hatch *12 x 10* Forehatch *8' x 5'* Quarterhatch *8' x 6'*

If of extraordinary size, state how framed and secured? *One in main Hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18	1st.	2nd.	3rd.	4th.	5th.
766	11 <sup>th</sup> Oct 1875			810			On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
							<i>Built under S.S. and surveyed 1875 Dec 29 1876 Jan 7, 12, 19, 21, 25, 29, Feb 1, 17 March 3, 7, 13, 16, April 15, 22, 27, May 4, 10, 22, 25, 29, June 1, 5</i>				

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in conformity with the Rules and Midship section herewith appended which was submitted and approved by the Committee in letter dated 2<sup>nd</sup> November 1875.*

*The workmanship and materials are of good quality.*

*Fore, Main, & Lower Yards 80 ft dia 20 in 2 plates 6/16 to 3/16 edges single riveted, butts overlapped and heels riveted, plates doubled in way of slings &c.*

State if one, two, or three, decked vessel, or if span, or running decked; and the lengths of *36 ft* fore-castle, or raised quarter deck, and the length of double, or part double bottom. *42 ft*

How are the surfaces preserved from oxidation? Inside *Portland Cement to above lead* Outside *Red Lead Paint & Patent Lead above* Composition on bottom *Composition on bottom*

I am of opinion this Vessel should be Classed *100 A-1*

The amount of the Entry Fee ... £ 5: 0: 0 is received by me, *[Signature]*  
 Special ... £ 59: 10: 0 *[Signature]* June 1876  
 Certificate ... £ 2: 0: 0  
 (Travelling Expenses, if any, £ ...)

Committee's Minute *6<sup>th</sup> June 1876*

Character assigned *100A-1*  
*[Signature]*

