

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 12770** Survey held at **South Shields** Date, first Survey **2<sup>nd</sup>** and Last Survey **17<sup>th</sup> November 1877**  
 Supplement-**41** on the **Iron S.S. "Agnes"** Master **N. Lowther**  
 Official Number **75405**  
 Tonnage under Tonnage Deck **1287**  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **1608**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm. **1012**  
 Built at **W. Hartlepool** When built **1874 - 9**  
 Owners **R. Irvine & Co** Port belonging to **W. Hartlepool**  
 Residence **Harbour Dock Yard, West Hartlepool**  
 By whom built **Irvine** Destined Voyage **Genoa**  
 If Surveyed Afloat or in Dry Dock **Afloat - Palmer's Dock**

Length of Poop **✓** ft. Ditto, Forecastle **32** ft. Ditto, Raised Quarter Deck **108** ft. Years assigned. **100 A1**  
 Last Survey, No. **19387** Port **Iron** Classed **100 A1**  
 1877

## REPAIRS, OR EXAMINATION AS PER RULE

Now done on account of damage by Collision in Dry dock:-  
 Two frames, One plate of the Sheerstrake, Three plates of Forecastle side plating, One forecastle deck beam end, One plate of forecastle stringer, one length of forecastle gunwale angle iron, Wood rail and wood and iron transporting chocks renewed, Cat-davit repaired and socket refitted, Part of the forecastle deck relaid and recaulked, Hawse pipe and iron bollard refitted & refastened all on the Starb<sup>d</sup> bow.

One length of the Starb<sup>d</sup> cable was broken at the time of the Collision, this was taken onshore repaired and the length of cable retested. From the Test Certificate produced it would appear that the length sent on-board is 14 fathoms in length. The Owner has however stated that on the Vessel's return from her present voyage one fathom more cable will be supplied.

Present Condition of the						
Decks	Good.	Tree-nails	Rivets	Good.	Windlass and Capstan	Good.
Waterways	do.	Breasthooks and Stemson		do.	Pumps	do.
Comings	do.	Transoms, Pointers, and Crutches		do.	Boats	do.
Upper Deck Beams & Fastenings	do.	Timbers of the Frame at the openings		do.	Masts, Yards, &c.	do.
Lower Deck Beams & Fastenings	do.	Ditto Ditto at other places		do.	Condition, how ascertained	From the deck
Planksheers	do.	Keelsons		do.	Sails	Sufficient & Good.
Sheerstrakes	do.	Clamps and Shetfs	Stringers	do.	Anchors No. of	do.
Topsides	do.	Ceiling		do.	Cables	Not ranged
Wales	do.	Rudder		do.	Hawsers and Warps	Sufficient
Plank (Bottom) and Counter	do.	Copper	When put on	✓	Standing & Running Rigging	Good
		Caulking of			Cargo and Main Hatchways	Secure
Engine Room Skylights	Good	Bottom, Deck, & Waterways	Good where tried		Hatches	Good
Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good			
General Observations, Opinion as to Class, &c.						

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The damage this vessel sustained having been efficiently repaired, and the vessel being in good condition is eligible in my opinion to remain as classed.

This being a new ship the Owner does not wish the above repairs to be recorded in the Register Book.

The Amount of Entry Fee ... £ - : - : received by me, **Spring**  
 Special ... £ 2 : 2 : **Per 1877**  
 Certificate (if required) ... £ - : - : -

(Travelling Expenses, if any, £ )

Committee's Minute **4th December, 1877.**

Character assigned **100 A1**

Surveyor to Lloyd's Register of British and Foreign Shipping.



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