

25032

Survey held at London Date June to August 22<sup>nd</sup> 1863  
 the Ship "Agamemnon" Master Nicholas Mander  
 Old tonnage New 1430<sup>78</sup> Built at London When built 1833 Launched 14<sup>th</sup> July  
 whom built Mrs R. Green Owners Capt P. & H. Green  
 belonging to London Destined Voyage Calcutta  
 Surveyed and Building Afloat, in Dry Dock Sup't Green's Lower Dry Docks -

Scantlings of Timber.	Feet. Inches.			Extreme Breadth Outside .....			Feet. Inches.			Depth of Hold .....			Feet. Inches.		
	Sided.	IN SHIP.	Moulded.	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	In Ship.	Required per Rule.	Inside.	In Ship.	Required per Rule.	
TIMBER AND SPACE .....	29 <sup>1</sup> / <sub>2</sub>			33 <sup>3</sup> / <sub>4</sub>											
Floors .....	12	19	13	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub>									
1 <sup>st</sup> Foothooks .....	12			14 <sup>1</sup> / <sub>2</sub>											
2 <sup>nd</sup> Ditto .....	10 <sup>1</sup> / <sub>2</sub>			13 <sup>3</sup> / <sub>4</sub>											
3 <sup>rd</sup> Ditto .....	10			12 <sup>1</sup> / <sub>2</sub>											
Top Timbers .....	9 <sup>1</sup> / <sub>2</sub>			7 <sup>3</sup> / <sub>4</sub>	10 <sup>3</sup> / <sub>4</sub>	7 <sup>3</sup> / <sub>4</sub>									
Deck { N° 50 Average Space } 4 <sup>1</sup> / <sub>2</sub> 10 <sup>3</sup> / <sub>4</sub> 12 10 <sup>1</sup> / <sub>2</sub> 10 10 8 <sup>1</sup> / <sub>2</sub>															
Deck Beams, length amidships 33 ft.															
Hold { N° 46 Average Space } 4 <sup>1</sup> / <sub>2</sub> 11 <sup>1</sup> / <sub>2</sub> 12 <sup>1</sup> / <sub>2</sub> 10 <sup>1</sup> / <sub>2</sub> 13 <sup>2</sup> / <sub>3</sub> 13 <sup>2</sup> / <sub>3</sub> 11 <sup>1</sup> / <sub>2</sub>															
Hold Beams, length amidships 36 ft.															
Keel .....	16	18	-	16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub>	-									
Scarps of Ditto .....	1 ft.			7 ft.											
Keelsons .....	19 <sup>1</sup> / <sub>2</sub>	20	-	17 <sup>1</sup> / <sub>2</sub>	17 <sup>1</sup> / <sub>2</sub>	-									
Scarps of Ditto .....	7 ft.			7 ft.											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam Bolts in	Waterway ..	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	Transoms and throats of Hooks	1 <sup>3</sup> / <sub>8</sub>	-					
Scarps of Keel, N° 8	1 <sup>3</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>2</sub>	Arms of Hooks .....	1 <sup>3</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>8</sub>					
Keelson Bolts through Keel at each Floor .....	1 <sup>3</sup> / <sub>8</sub>	1 <sup>3</sup> / <sub>8</sub>	Thro' Bilge & Limber Strakes	1	-					
Bolts thro' Heels of Timbers against Deadwood .....	1 <sup>1</sup> / <sub>8</sub>	1 <sup>1</sup> / <sub>8</sub>	Thickstuff over Double Floors	1	-					
			Butt End Bolts .....	1	-					
			Pintles of the Rudder .....	3 <sup>1</sup> / <sub>2</sub>	3 <sup>1</sup> / <sub>2</sub>					

Copper or YM. in Ship. Iron in Ship. Inches required per Rule

Timbering.—The Space between the Floor Timbers and Lower Foothooks is close inches. The Space between the Top-Timbers is 5" Inches.

The Floors consist of English Oak - 12 The First Foothooks of English Oak - 12

The Second Foothooks of English Oak - 12 The Third Foothooks and Top Timbers of English Oak - 12

The Shifts of the First and Second Foothooks are not less than seen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen

The Frame is well squared from the First Foothook Heads upwards, and ————— free from sap, and from thence downwards, the frame is good where seen

The Frames are bolted together to the Gunwale. where seen N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is Elm of Windlass is Iron

The Keel is Elm The Main Keelson is African & Teak and ————— free from all defects.

The Stem, and Stern Post of English Oak 12 The Transoms, Knight Heads, Hawse Timbers,

and Aprons of English Oak 12 Deadwood, & not seen and are free from all defects.

The Deck and Hold Beams of Pitch Pine 9 The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A} the Plank is A Elm

or to the First Foothook Heads} the Plank is A Elm

From the above named Height to the Light Water Mark Pitch Pine 10

From the Light Water Mark to the Wales Dantzig Pine & Pitch Pine 9

The Wales and Black-strokes are Dantzig Pine 9 The Topsides & Sheer-strokes Dantzig Pine, two Strakes

The Spirketting and Plank-sheers Dantzig Pine & A. Oak of sheer strokes - Teak The Water-ways Upper Deck Dantzig Pine

The Decks Dantzig Pine Lower Deck Pitch Pine &

State of Good

The Shifts of the Planking are not less than 6 Feet 0 Inches. N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought three between, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are Teak 14

The Ceiling, Lower Hold, and between Decks Dantzig Pine 9 Shelf Pieces and Clamps P. Pine & Dantzig Pine

Fastenings.—To Hold Beams Shelf & Waterway & Iron Hanging knees to each beam

Deck Beams Shelf & Waterway and Iron Hanging knees to each beam

Number of Breasthooks eight Pointers none required Crutches six

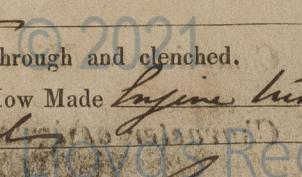
Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End and one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Iron How Made Engine turned

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Mrs. J. D. Kelly Green Surveyor's Signature Maynard



LONG 647-0304

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. Fitted with double  
Sailsail yards to the fore and main masts.

She has SAILS.

Two Sails and  
Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

CABLES, &c.

N. <sup>o</sup> .		Fathoms.	Inches.		N. <sup>o</sup> .	Weight.
	Tested to 63 $\frac{1}{2}$ fms -	388.	26m & 170	Tested to 31.12 -	1	34.0.0
	Chain -	15	2	Bower, -	1	33.0.0
	Stream Chain -	90	1 $\frac{1}{2}$	" 30.17 -	1	31.3.0
	Hempen Stream Cable -	90	10 $\frac{1}{2}$	" 39.18 -	1	
	Hawser -	90	9	Stream, -	1	13.0.0
	Towlines -	90	5			
	Warp -			Kedge, -	1	6.2.
	All of <u>good</u> quality.					

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

She has One Long Boat and Four others

The present state of the Windlass is good Capstan good Rudder good Pumps 4 H.P. 2 of 8 & 2 of 6 iron

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed \_\_\_\_\_  
2nd. When the Beams are put in, &c. \_\_\_\_\_  
3rd. { When completed, and before the plank be painted or payed }

She was constructed with two stem posts and an aperture for a propeller screw, the aperture has since been filled up. It will be seen that her frame and beams are either smaller than prescribed for by the Rules but her room and space is considerably less than set forth in the Table - and her planking generally double thicker. She has been opened at the bilges fore and aft and in the tween decks as required by Section 51 for ships not built under Survey, and scraped and opened in accordance with Section 56 for restoration excepting the relaxations sanctioned by the Committee - Please see the Admirals letter on the subject - The following work now done, the upper deck waterway, excepting the after length in the prop. the upper stroke of topside and one stroke in the upper course of bottom renewed with Red Pine, one stroke of whale with moora 10 inches thick, the upper deck planks her with American Oak, a buttock plank on each side with Dantzig Oak; two whole beams of the upper deck and twelve beam ends renewed with Dantzig Oak; two lower deck beam ends and one beam hew of Dantzig Oak - the planks of the prop and fore castle renewed with American Oak - several wrought oak timbers and a few short top timbers renewed with Teak and English Oak - She has been diagonally doubled in the bottom with 2 $\frac{1}{2}$  inch elm extending from three strokes of doubling worked longitudinally near the keel to one longitudinal stroke worked under the thick whale stroke, her topsides from the thick whale stroke doubled longitudinally to the planks her with 3 Dantzig Oak excepting the two, - strokes of Dantzig Oak, all the doubling worked on the best part - the topside doubling fastened with Galvanized iron rivets and clamps, the diagonal doubling fastened with 1 $\frac{1}{4}$  + 1 $\frac{3}{8}$  inch rivets, and 1/8 inch bolts and 12 + 1 $\frac{1}{4}$  inches 3/8" in diameter - A Riddle Nelson added 16 $\frac{1}{2}$  + 16 $\frac{1}{2}$  American Oak and an inner waterway took upper deck of Dantzig Oak - Her shelves, knees, Riddlers hooks and crutches have been reballasted, two pairs of long Riddlers have been added in the fore body. Many of plates in all - She has diagonal iron plates on the frame inside an iron longitudinal plate 18x9 inside the upper deck waterway about 150 feet long and another longitudinal iron plate each side outside under the renewed topside plank 7 + 1 - about 150 feet long and an angle iron 6x3 by 150 feet long ranging under the Routhall Rail - She is now made a strong efficient ship fit in our opinion for the favorable consideration of the Committee for the class recommended

Present condition of Caulking of Bottom, good Deck, good and Waterways good  
with yellow metal on paper

~~Sheathed, Doubled, Felted, or Capped~~

When last done now

~~We are~~ Rid?

~~We are~~ of opinion this Vessel should be Classed

The Amount of the Fee ..... £ 5: - : - is received by me,  
Special ..... £ 21: 0: -  
Certificate ..... £ : 5: -

J. Maynard  
I W Fletcher

Committee's Minute 25th August 1863

Character assigned With A for 7 yrs

W.M. <sup>With diagonally double</sup> St. C. P. W.M.

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