

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. 167 No. 30680 Survey held at London Date, first Survey 11th Nov Last Survey Dec 19th 1870
 on the Ship "Agnes Rose" Master William Purves
 Tonnage 991 built at Aberdeen When built 1867
 By whom built Rep^l J. & J. Duthie Sons & Co Owners Rep^l Rose &
 Port belonging to Aberdeen Destined Voyage Australia
 If Surveyed Afloat or in Dry Dock West India Dock

Last Survey, No. 30680 Port Swi Classed GA. 1.

REPAIRS, &c. By reference to the Letter from the Owners of the 28th Nov^r last, it will be observed that they request this vessel's Classed to be raised one year under Table A. One year for mixed materials, and one year for having been salted while building.

Now done, the Limber boards lifted, the floors examined and found quite satisfactory, and the timbers of the frame, planking, &c. where seen, found in very good condition; a portion of the casing removed from the keelson which enclosed the salt to it; the keelson found quite satisfactory. An Angle Iron $3\frac{1}{2} \times 3\frac{1}{2}$ introduced fore and aft from the Prop to within the fore-castle, fastened with bolts and nuts to the Roughtree timbers and to the skin Rail, holes bored in the alternate strakes of deck into each beam about 2 ins in depth and $1\frac{1}{8}$ in diameter in the fore-castle, poop, and under the deck house and these holes thoroughly salted - two upper deck beam ends slightly sprung, chained with an iron plate to each.

Eight Hold Beams which had slightly worked, extra bolted with two $1\frac{1}{8}$ iron bolts through each beam end, and 16 iron bolts $1\frac{1}{8}$ in diameter introduced to the Hold Beam Clamps into the timbers - The Hold Beam ends carefully examined, and all found short, wedged with iron wedges - The keelson, and in the listings, and round the inside of the stern, have now been resalted - By reference to the

Decks	Treenails	Windlass and Capstan
Waterways } <u>Good</u>	Breasthooks and Stemson	Pumps } <u>Good & sufficient</u>
Comings } <u>Good</u>	Transoms, Pointers, and Crutches	Boats <u>4 in ke</u>
Upper Deck Beams & Fastenings } <u>Good</u>	Timbers of the Frame at the openings	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings } <u>Good</u>	Ditto Ditto at other places	Condition, how ascertained <u>By an opening</u>
Planksheers	Keelsons	Sails <u>2 suits good</u>
Sheerstrakes	Clamps and Shelves	Anchors No. of <u>3 B. 1 S. 2 H.</u>
Topsides } <u>Butts Caulked</u>	Ceiling	one Anchor stock of iron - new
Wales } <u>Good</u>	Rudder	Cables
	Copper on Rudder	Hawsers and Warps } <u>Good & sufficient</u>
	When put on <u>1870</u>	Standing & Running Rigging
Plank (Bottom) and Counter } <u>Good where seen</u>	Caulking of Bottom, Deck, & Waterways	Cargo and Main Hatchways
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Hatches } <u>Good</u>
	Scuppers	

General Observations and Opinion, This vessel, in my opinion, is worthy of the favorable consideration of the Committee for a raised class - She is in very good condition, entitled to one additional year under Table A, one for salting, but not to one for mixed material by any precedent that I am aware of - Please see remarks on the back of the report on this subject. She is respectfully recommended to be raised from GA. 1. to 11A. 1.

The Amount of Entry Fee.....£ 2 - is received by me,

Special.....£ 4 4

Certificate (if required)

Committee's Minute 30th December 1870

Character assigned Raise to 11A. 1
Salted &c record Y.M. &c.

31317 *Lon*

appended 1st Entry Report, it has been found that she is entitled to One additional Year under Table A.

In reference to the application for an additional Period for Mixed Materials, it is submitted, that notwithstanding the vessel has been kept, and is, in very good Condition, and that there are Materials used in her Construction ranging from 8 to 14 years grade, she has not high Classed Beams of either Iron or wood, neither has she extra fastenings to the extent found in other vessels of somewhat similar Construction, which have received an additional Year for Mixed Materials; and therefore cannot be recommended for an extra Period under Section 3.

By the appended Certificates, one from the Builders, and one from the Owner, it will be observed, that she was thoroughly Satted while building - and is consequently entitled for an extra Year on that account. Subject to the removal of deck to ascertain its Condition and that of the upper deck beams at the Duff Line Survey -

P. J. Weymouth



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