

REPORT of SURVEY for REPAIRS.

No. in Reg. Book. **133** No. **133** Survey held at London Date, first Survey Jan^r 13th 1871 Last Survey Jan^r 18th 1871
 on the Ship "Agamemnon" Master P. Marsden
 Tonnage 1431 built at London When built 1833
 By whom built Messrs P & A. Green Owners Messrs P & A. Green
 Port belonging to London Destined Voyage Australia
 If Surveyed Afloat or in Dry Dock East India Dock -

Last Survey, No. 30872 Port London Classed Rest 13-7A 1

REPAIRS, &c. Now done, the main piece of the rudder renewed with English oak, a stroke of doubling added to the upper deck next to the inner brattice, ranging from within the poop to within the fore-castle, and another stroke added on the inner brattice, let down into it and the main brattice - well bolted with galvanized iron bolts; the butts of the wales and topsides, and a portion of the upper deck - Caulked.

In reference to the application of Mr Green contained in his letter of the 12th instant to the Committee, requesting that the class of this ship might be raised, in consequence of the materials of which she is built - having been assigned a higher grade, and also from her having been diagonally doubled in the bottom when she was restored, it will be observed by examining the 1st Entry Report, that all her timber materials are of the 9 years grade and upwards, excepting that the riding beam which was added when she was restored is of the 8 years grade - She is fastened with yellow metal to the exclusion of iron to the extent required by Rule for vessels entitled to an extra year for such fastenings - but, as she was not built under Survey one year has to be deducted, consequently she is only eligible to be considered as entitled to an original class of 9A, and Present Condition of the to a Restoration of 6A for her materials, but in addition she

Decks <u>Good Caulked</u>	Treenails	Windlass and Capstan <u>Good</u>
Waterways <u>Good where seen</u>	Breasthooks and Stemson	Pumps
Comings <u>Good</u>	Transoms, Pointers, and Crutches <u>Good where seen</u>	Boats } <u>Good & sufficient</u>
Upper Deck Beams & Fastenings	Timbers of the Frame at the openings <u>Good</u>	Masts, Yards, &c. <u>Good</u>
Lower Deck Beams & Fastenings } <u>Good</u>	Ditto Ditto at other places	Condition, how ascertained <u>by examining</u>
Planksheers	Keelsons <u>Seen only in parts</u>	Sails
Sheerstrakes } <u>Butts Caulked</u>	Clamps and Shelves <u>Good where seen</u>	Anchors No. of } <u>Good & sufficient</u>
Topsides	Ceiling <u>Good where exposed</u>	Cables
Wales	Rudder <u>New Main Piece</u>	Hawsers and Warps
Plank (Bottom) and Counter	<u>Yellow Metal</u> When put on <u>1869</u>	Standing & Running Rigging
	Caulking of	
	Bottom, Deck, & Waterways	

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo and Main Hatchways Good Hatches Good

General Observations and Opinion, The general appearance of this vessel is very satisfactory; her case shows the great advantage which is derived from diagonal and other doubling - She is respectfully submitted for the favorable consideration of the Committee, with a view to her class being raised to a Restoration of 9A 1. from 1863 - B. T. Vagmouthe

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

Special.....2 : 2 : 5

Certificate (if required) : 5 :

Committee's Minute 19th January 1871

Character assigned Restored 1 for 9 years from 1863



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LONG56-0212

3134 T^{on}

is entitled by the Rules to have 3 years additional for having been diagonally doubled in the bottom when she was Restored:-

B. Weymouth



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