

# REPORT of SURVEY for REPAIRS, &c.

No. *38634* Survey held at *London* Date, first Survey *2<sup>nd</sup> Octr* Last Survey *5<sup>th</sup> Novr* 1879.  
 No. in Reg. Book. *242* on the *Bk. "Agatha"* Master *H. Storey*  
 Tonnage under Tonnage Deck *407* Built at *Sunderland* When built *1866* 1<sup>st</sup>  
 Ditto of Spar Deck, or Awning Deck Owners *Hankey & Co.* Port belonging to *London*  
 Ditto of Poop Residence  
 Ditto of Raised Qr. Dk. By whom built *Mills* Destined Voyage *Jamaica*  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *431*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St<sup>r</sup>mer, cut on Bm.  
 Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*  
 Last Survey, No. *36114* Port *London* Classed *13* Years assigned. *13* Character in Register Book. *A1 (Expired)*  
*H. V. Lon. 41*

REPAIRS, OR EXAMINATION AS PER RULE

*Continuation, Survey No 2.*

The vessel placed on patent slip; all metal sheathing stripped off; all the outside planking from light watermark upwards, including plank sheers & waterways scraped bright; the hold, the air courses and the limbers cleared and stages made both inside & outside; the condition of the timbers of the frame ascertained by the removal of all the treenails from keel to gunwale, the removal of two planks above the wales having been dispensed with on this account, the timbers & planking in the treenail holes examined & in addition a plank removed in each bow & each buttock. The bolts are of yellow metal. A new listing *4<sup>in</sup>* wide, cut out of the ceiling in the range of floor heads, at each end of the hold, on each side, for  $\frac{1}{5}$  the entire length of the ship & for the remaining  $\frac{3}{5}$  the state of the timbers ascertained by driving out all treenails

Present Condition of the	Good	Treenails Renewed	Good	Windlass and Capstan Mainpieces renewed	Good
Decks	do	Breasthooks and Stemson	do	Pumps	do
Waterways	do	Transoms, Pointers, and Crutches	do	Boats 3 in number	do
Comings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	do
Upper Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Condition, how ascertained	aloft
Lower Deck Beams & Fastenings	do	Keelsons	do	Sails well found	do
Plank sheers	do	Clamps and Shelves	do	Anchors No. of 3 B. 1 St. 2 K	do
Sheerstrakes	do	Ceiling	do	Cables ranged on deck, complete &	do
Topsides	do	Rudder	do	Hawsers and Warps	do
Wales	do	Copper <i>Y. M. and Velt</i> When put on <i>now</i>	do	Standing & Running Rigging	do
Plank (Bottom) and Counter	do	Caulking of	do	Cargo and Main Hatchways <i>good</i>	Hatches <i>do</i>
Engine Room Skylights	do	Bottom, Deck, & Waterways <i>good</i>	do		
Coal Bunker, Openings, Lids, &c.	do	Scuppers	do		

General Observations, Opinion as to Class, &c.

This vessel is in good condition & eligible, in our opinion, as stated above, to be raised 2 years for mixed materials and 1 year for metal fastenings & to class 16 A1 vir. Mat. 14 yrs } 16 years, marked 12 & 16 yrs. mat. - C. F.  
 The requirements of the 2<sup>nd</sup> Rule for Continuation, Sect. 5th, having been complied with, she is in our opinion eligible to be continued A1 for 11 years, from January, 1882, if found at that time on annual survey to be in efficient condition.

The Amount of Entry Fee ... £ 3 : 0 : 0 received by me, *W. B. Harvey*  
 11/11/79 Special ... £ 10 : 10 : 0 10/11/79

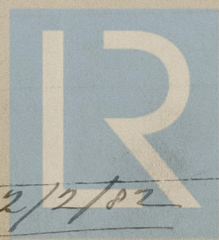
Certificate (if required) ... £ 15 : 10 : 0

(Travelling Expenses, if any, £)

Committee's Minute *13<sup>th</sup> Novr* 1879

Character assigned *Raised to 16 A1*  
*Cont 11 A1 from 12 & 16 yrs Mat*  
*Jan 1882 subject to survey at expiration*

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



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 Foundation  
 LON664-0053



of bilge planking. — A stroke of deck next the waterways on each side taken out and the upper deck beams examined; Condition of lower deck beams ascertained by sounding; all yellow metal bolts tested, where practicable; the condition of oakum & caulking ascertained; windlass unhung & renewed; chain cables ranged on deck; masts, spars & general equipment examined. —

Repairs: The Apron, found decayed, renewed of Teak, with face piece & deadwood-knee of Italian Oak. —  
Main piece of windlass renewed of Iron Bark. —  
All Treennails renewed from Keel to gunwale with Stringy Bark. —  
Port Cathead renewed of Oak. — Fitted new cheeks to Main Mast. —  
Renewed one defective fore-cant timber on port side of Eng. oak. —  
One hawse timber on port bow renewed with teak. —  
Five iron breasthooks removed, to fit new apron & then refitted. —  
A number of bolts in lodging knees & several yellow metal bolts renewed. —  
Stroke of deck next waterways renewed of Dantrie pine. —  
The Planks of bows & buttocks, which were removed for survey, renewed with teak. —  
Rudder unshipped; Rudder-trunk recaulked. —  
Vessel recaulked from Keel to gunwale & resheathed with yellow metal on felt, as before. —

The owners having made application for an extension of class, the vessel has been surveyed, to ascertain her claims thereto: —

We find that 15 strokes of outside planking, from gunwale downwards, are teak; waterways, plank-sheers, side planking of raised quarter deck, clamps & ceiling from bilges upwards, are teak, except only one plank of other hard wood. — All the lower deck beams and 11 upper deck beams are teak. —

The character at present assigned to the vessel for wood materials being 12 years, and the large proportion of high class material, judiciously employed in her construction, having by amended Table A, been raised from 14 to 16 years, we beg to submit, that she merits the Committee's favorable consideration, to have 20 years added to her present character, under the mixed material rule. —

We also find that the vessel is fastened externally with treennails & yellow metal bolts, to the exclusion of iron from the lower part of the Keel to the waterway inclusive and the whole of the inside bolt fastenings are of galvanized iron, excepting the frame bolts; but as the clamps, the bilge strokes & the limber strokes are through bolted with yellow metal, we beg to submit that this may be considered as compensation for the want of galvanized frame bolts, and that she merits the favorable consideration of the Committee, to be assigned 20 years for metal fastenings, as per sect. 46, paragraph 2, in lieu of 1 year, as at present. —

W. Paulse  
Will. C. Dac

