

REPORT of SURVEY for REPAIRS, &c.

43264

No. 235 Survey held at London Date, first Survey Dec 7/83 Last Survey Dec 7/83
 No. in Reg. Book 235 on the Iron Screw Steamer AGNES & LOUISA Master Clarke
 (No. of Visits)

TONNAGE under Tonnage Deck 593
 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 703
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as St' mer, cut on Bm. 436
 Length of Poop — ft. Ditto, Forecastle — ft. Ditto, Raised Quarter Deck 92 ft.
 Built at Hartlepool When built 1871
 Owners J. Louden & Co Port belonging to W. Hartlepool
 Residence W. Hartlepool
 By whom built W. & A. Alexander Destined Voyage
 # Surveyed Afloat or in Dry Dock Deau's Commercial Dry Dock
 (State Name of Dock)
 Years assigned. Character in Register Book.

Last Survey, No. 41875 Port Lon S.S. A. 2. 80 10-82
 REPAIRS, OR EXAMINATION AS PER RULE
 Cause of Repairs to be clearly stated.

State dates of any letters respecting this case Special Survey No 3
 The vessel placed in dry dock the bottom examined, scraped and painted, the hold cleared and all the close ceiling in the hold removed and all the oxidation on beams, frames, plates re removed by beating and chipping. and also in Coal Bunkers. Holes were not drilled to ascertain the thickness of the shell plating re. as it did not appear necessary. The cement examined and the double bottom tested by a head of water equal to the height of the ~~low~~ light water line and found efficient. The hold above the bilges were painted, the floors and spaces throughout cement washed. The worn planks of the Raised Quarter Deck were renewed eleven on the port side & seven on the starboard, also on the main deck forward 2 on the Port side & 6 on the Starboard.

Present Condition of the		P. I. D.	
Decks	Good	Treenails	Rivets where run Good
Waterways	"	Breasthooks and Stems	"
Comings	"	Transoms, Pointers, and Crutches	"
Upper Deck Beams & Fastenings	"	Timbers of the Frame at the openings	"
Lower Deck Beams & Fastenings	"	Ditto Ditto at other places	"
Planksheers	"	Keelsons	"
Sheerstrakes	"	Clamps and Shells	8 mugs
Topsides	"	Ceiling	"
Wales	"	Rudder	Brushed
Plank (Bottom) and Counter	"	Copper (or T.M.)	When put on
		(State if on T.M.)	Good
		Cement (if Iron Ship)	---
		Caulking of Bottom, Deck, & Waterways	"
Engine Room Skylights	good	Windlass and Capstan	Good
Coal Bunker, Openings, Lids, &c.	good	Pumps	3
Scuppers	Good	Boats	3
Cargo and Main Hatchways	Good	Masts, Yards, &c.	overhauled
Hatches	Good	Condition, how ascertained	overhauled
		Sails	1 Suit Good
		Anchors	No. of 3 D - 1 S - 2 16
		Cables	ranged Good
		Hawsers and Warps	Sufficient
		Standing & Running Rigging	Good

General Observations, Opinion as to Class, &c. This vessel in my opinion appears in a sound and efficient condition eligible in my opinion to remain as classed. It is submitted that the notation S.S. Lon S.P. 3. 83. be recorded in the Register Book as having complied with the requirements of the Special Survey No 3.

The Amount of Entry Fee ... £ 3 : - : - received by me, Wm. B. Davey
 20/12/83 Special ... £ 5 : 5 : - 24/12 1883
 Certificate (if required) } £ : 5 : -
 to be sent as per margin...
 (Travelling Expenses, if any, £)
 Committee's Minute
 Character assigned 90 A. 1
S.S. W. B. - 83
 FRIDAY 21 DEC 1883
 Wm. B. Davey
 Edward John Davies
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 2 for Repairs. - 1,000 - 27/83. [The Surveyors are requested not to write on or below the space for Committee's Minute.]

(Insert Character precisely as in Register Book.)

The chain cables were ranged, the Rudder re-bushed, the worn angle irons of the Hatchway beam repaired by cope iron bars being fitted in their place. The bent pillars in the cargo hold repaired and straightened. In the flat of the Bottom on the Starboard amidships a damaged plate repaired by an outside patch. and one garboard stake in the vicinity repaired by an inside patch.

New cargo battens fitted in the cargo of 7' x 2½' pine. The spars examined and general equipment

Edward John Strong
Will^m C. Davy