

# REPORT of SURVEY for REPAIRS, &c.

No. *46941* Port of *London* Date, First Survey *3<sup>rd</sup> Sept<sup>r</sup> 86* Last Survey *Jan<sup>y</sup> 1887*  
 No. in Reg. Book. *222* on the *Iron Sew. Stm. "Agnes."* Master *Barber.*

TONNAGE: NET *532 1/2* GROSS *840 1/2* UNDER DEK *240 1/2*  
 Built at *Middlesbro'* By whom *Backhouse & Dixon.* When *1870* 2<sup>nd</sup>  
 Owners *E. F. Hubbuck* (per *V. Z. Connell*) Port belonging to *London*  
 Owner's Address *Line Street E.C.*

If Surveyed Afloat or in Dry Dock *in Dry Dock* Name of Dock *Millwall (outer)* Destined Voyage *Cette.*  
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Qr. Deck *ft.:* Moulded Depth *ft.* ins. *9.79*  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *282* Port *MLT* *L.S. Syd. N<sup>o</sup> 1-77*  
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)  
 as painted on Ship } in Summer *1* ft. *10 1/2* ins.  
 in Winter *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Special Survey N<sup>o</sup> 3.*

This vessel has been placed in dry dock and the bottom examined. All the close ceiling removed. Oxidation removed. The cement in the bottom examined and found adhering well to the iron. The outside plating drilled in several places from the light water marks upwards. It was not deemed necessary to drill the plating below the light line. The coal bunkers cleared. The masts and spars examined - and all other requirements of the Rules complied with. The chain cables also having been ranged have been examined.

The following plates renewed right forward on account of having been cut into by cable. viz: on the port side, one plate of the garboard or (A) strake, one plate in (B) strake, 2 plates in (C) strake, 1 plate in (D) strake, 2 plates in (F) strake & 4 plates in (G) strake. On the starboard side, one plate of (A) strake, 2 plates of (B) strake, 2 plates of (D) strake, 3 plates of (E) strake & 4 plates of (F) strake. On account of wear in chain locker on the port side, 1 plate of (A) strake & 1 plate of (B) strake renewed. On account of damage 1 plate in (B) strake about 40ft. abaft stem renewed. On account of wear, on the port side, five plates renewed in the 1<sup>st</sup> strake below sheerstrake, and this strake doubled from frame to

PRESENT CONDITION OF THE		Plank (Bottom) & Counter		Ceiling		Boats	
Decks (new upper &c)	<i>good</i>	Plank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>	Boats	<i>good</i>
Waterways	<i>do</i>	Transoms or Rivets	<i>do</i>	Rudder	<i>do</i>	Masts, Yards, &c.	<i>do</i>
Comings	<i>do</i>	Breasthooks and Stemson	<i>do</i>	Windlass & Capstan	<i>do</i>	Condition, how ascertained	<i>by exam<sup>n</sup></i>
Up'r Dk. Beams & Fastenings	<i>do</i>	Transoms, Pointers, & Crutches	<i>do</i>	Pumps	<i>do</i>	Sails	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>do</i>	Timbers of Frame at the openings	<i>do</i>	Cement (if Iron Ship)	<i>do</i>	Anchors No. of	<i>3 B. 1 S. 2 K</i>
Plank sheers	<i>do</i>	Ditto ditto at other places	<i>do</i>	Caulking of Bot'm, D'k, & Watrways	<i>do</i>	Cables	<i>complete - good - ranged</i>
Sheerstrakes	<i>do</i>	Keelsons	<i>do</i>	Scupper, or T.M.	<i>do</i>	Hawsers & Warps	<i>good</i>
Topsides	<i>do</i>	Clamps & Shells	<i>do</i>	(State if on Belt)	<i>do</i>	Standing & Running Rigging	<i>do</i>
Wales	<i>do</i>		<i>do</i>	When put on	<i>do</i>	Hatches	<i>do</i>
Engine Room Skylights	<i>do</i>	Coal Bunker, Openings, Lids, &c.	<i>do</i>	Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the requirements of the Rules for special survey N<sup>o</sup> 3 having been complied with, to be marked in the Register Book "L.S. Lon. N<sup>o</sup> 3-87."

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 3	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	
Survey Fee (per Section 28) .....	£ 12	12
Special on Damage, Fee (if any) (per Sec. 28)....	£	
*Certificate (if required) to be sent as per margin	£ 0	5
Travelling Expenses (if chargeable) .....	£	
Second Surveyor's Fee (if any) .....	£	

Fees received by me, *2/3* 1887

Committee's Minute *FRIDAY 28 JAN 1887*  
 Character assigned *A*

*J. H. Truscott* *W. L. C. Brace*  
 Surveyor to Lloyd's Register of British & Foreign Shipping

Lloyd's Register Foundation



frame in two spaces, one plate in the 2<sup>nd</sup> stake below sheerstake renewed. A doubting plate worked (round hawse pipe) on fore part of sheerstake. On the starboard side 6 plates of the first stake below sheerstake renewed, also 1 plate in this stake doubled in two frame spaces. The side plating of the bridge, the front of the bridge, the bulwark plating from bridge to fore-castle, & the side plating of monkey fore-castle renewed.

One plate of tank girder 6ft. each side of middle line & extending into stoke hole, renewed; angle irons at top & bottom of this plate renewed. Part of middle line keelson angle irons renewed in engine & boiler space & a plate worked on top of middle line keelson in stoke hole. One floor plate under boiler doubled about 7ft. on starboard side. Part of the reverse frames in boiler space & bunker renewed & several doubled. The frames in bunkers doubled where necessary, with large reverse angle irons. The fore & aft bunker bulkheads also the stays renewed. One length of longitudinal angle iron on lower deck stringer plate renewed. On the starboard side from engine room forwards 4 plates of lower deck stringer plate renewed & on the port side from boiler room forwards 3 plates renewed. One lower deck beam new at middle of main hatch & one beam in after part of main hold shifted further forward - on account of donkey boiler. In after hold four beams new; 4 plates each side of stringers in hold new. In after tank parts of angle iron connecting girders to floors new & some holding down rivets in these angle irons renewed in both tanks; in fore tank, the angle iron connecting one girder to floors renewed. On starboard side 5 plates of tank top in the after hold renewed & 4 refitted; on the port side, 3 plates renewed & 2 refitted. The sides of shaft tunnel & 8 plates of tunnel top renewed. The greater part of angle iron connecting the tunnel to tank top renewed. The ballast tanks tested by head of water to the height of the light water line. The ceiling on the tanks renewed of 2½" pine. Close ceiling renewed except in flat of bunkers. Greater part of spar ceiling renewed.

The upper deck renewed of 3½" yellow pine. The monkey fore-castle deck renewed. The bridge deck and greater part of raised quarter deck renewed of yellow pine. The decks caulked. The after hatchway lengthened & altered in width - present length 14ft. - width 6"-7" - headledges & crammings to this hatch new - height above deck 18"; one new wood fore & after & 1 new shifting beam to this hatch at upper deck. New fore & afters & solid hatches fitted to all upper deck hatchways. Transporting chocks & waterways on monkey fore-castle renewed. The main rail from fore-castle to bridge renewed of pitch pine. Fidley on bridge repaired. Both hawse pipes & part of two winches renewed. The windlass has been renewed - it is of iron. About 10ft. of the lower end of the fore mast renewed. The fore topmast, fore boom, fore gaff, main boom & main topmast renewed. Two pumps new. 10" manilla towline supplied. 60 fathoms of stud link chain cable, 1 bower anchor & 2 kedges now supplied - particulars as follows viz: size chain cable 1⅜" breaking strain 51 tons - tensile strain 34 tons. R. Burrell Sup<sup>dt</sup> Low Walker 3<sup>rd</sup> Feb<sup>y</sup> 77 - bower anchor weight ex. stock 17-1-0 - proof strain 18-9-2-21. R. Burrell Sup<sup>dt</sup> Low Walker 10<sup>th</sup> Feb<sup>y</sup> 77. Kedge anchor weight ex. stock 2-3-21 - proof strain 5½ tons - D. G. Lewis Sup<sup>dt</sup> Nether-ton near Dudley 27 Feb/82. It appears from marks on smaller kedge that its weight ex. stock is 1-2-19 & that it is a properly tested anchor - certificate of test for this anchor not yet produced.

All the cables tanks have been removed & beams introduced where necessary. 4 ports 2½ ft by 1½ ft cut each side in bulwark plating between the fore-castle & the bridge. The foreward assigned by the Committee has been marked on the vessel's sides - but no platform has been erected for the convenience of the crew in passing between fore-castle & bridge.

Wm. G. Dacey  
J. H. Truscott

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