

REPORT of SURVEY for REPAIRS, &c.

No. *225* on the *Iron Screw Steamer AGNES* Date of Writing Report *18th Feb* 188*8* Port of *London* Received in London Office, *TUESDAY 21 FEB 1888*

No. in Reg. Book. *Survey held at London* Date, First Survey *4th Jan 87* Last Survey *15th Feb 1888* (No. of Visions *Twenty*) Master *S. Barber*

TONNAGE:— NET *532* Built at *Middlesbrough* By whom *Backhouse & Dixon* When *1870* GROSS *840* Owners *E. F. Hubbard (per W. F. Corner)* Port belonging to *London* UNDER DK. *698* Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Millwall (Cartus)* Destined Voyage *(if these particulars are not yet recorded in the Register Book.)* Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. Character in Register Book. *A 1*

Last Survey, No. *20601* Port *Mine* S.I. No. *3* Lm. *87*. Classed *A 1* *2, 87* (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer *ft.* ins. in Winter *ft.* ins. 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage*

This Vessel has been examined in the Millwall (Cartus) Dry Dock, and in consequence of damage alleged to have been sustained through collision with the S.S. "Constantine", on the 26th November 1887 in the River Thames, and through being run ashore after the collision on the north Bank of the River, has now undergone the following repairs:—

The outside of the Vessel cleaned and painted. One plate in each of F., G., and H. strakes on the starboard side in way of the engine room renewed, one plate in J. strake made fair in place, two plates in K. strake, three plates in L. strake and two plates in M. strake renewed; two bulkhead liner plates in way of the damaged plates in F. and H. strakes renewed; four frames and three reverse frames made fair, and the bulkhead frame, and also the frame and reverse frame next aloft the same repaired; the bulb and angle irons of the upper bilge stringer made fair; four short frames to the side of the Bridge House on the fore side of the engine room bulkhead, and one on the after side renewed; two of the Bridge deck stringer plates, and the angle iron thereto renewed; three of the Bridge

PRESENT CONDITION OF THE					
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>
Waterways	"	Trunnions or Rivets	"	Rudder	"
Comings	"	Breasthooks and Stemson	"	Windlass & Capstan	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (If Iron Ship)	"
Planksheers	"	Ditto ditto at other places	"	Caulking of Bottom, D'k, & Watrways	"
Sheerstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Felt.)	"
Topsides	"	Clamps & Shelves	"	When put on	"
Wales	"				
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>
				Cargo & Main Hatchways	<i>Good</i>
				Hatches	"
				Boats	<i>3</i>
				Masts, Yards, &c.	"
				Condition, how ascertained	<i>from deck</i>
				Sails	<i>Good</i>
				Anchors	No. of <i>3B, 1S, 2R</i>
				Cables	<i>Ranged 240ft. Good</i>
				Hawsers & Warps	<i>Good</i>
				Standing & Running Rigging	"

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

The Vessel is now in a sound and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	<i>3</i>	<i>3</i>	
Special on Damage, Fee (if any) (per Sec. 28)	£	<i>15</i>	<i>15</i>	
Per Damage Report <i>9/2/88</i>	£	:	:	
Certificate (if required) to be sent at per charging	£	:	<i>5</i>	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Fees applied for, *6/3* 188*8*
Received by me, *10/5* 188*8*

Committee's Minute *TUES 6 MARCH 1888*
Character assigned *A 1*
B & M S 7/88

Chas. H. Jordan
Surveyor to Lloyd's Register of British & Foreign Shipping.

deck beams partly renewed, and two of the knee plates made fair, the main deck stringer angle iron, and the end of the quarter deck stringer plate made fair.

One plate in the forecabin side plating on the port side partly renewed, one forecabin deck stringer plate and the angle iron thereon on the same side renewed.

Two bulwark plates on the starboard side just abaft the ^{removed, made fair, replaced} forecabin, and their butt strap renewed, and two other plates made fair in place. Six bulwark plates on the port side renewed, and two wash ports repaired.

A new skylight fitted over the engine room on the quarter deck, and the engine room companion replaced by new. All the decks recaulked.

One bulwark plate and one side plate to the raised quarter deck on the starboard side renewed, and one other side plate made fair in place, and one other bulwark plate rivetted where started; the foremast angle iron renewed. Three bulwark plates and four side plates on the port side, together with the foremast angle iron renewed.

The saloon companion replaced by new. A new after steering wheel fitted and the steering apparatus repaired.

One bulwark plate and the rail angle iron to come on the starboard quarter renewed.

Two of the shell plates in the bottom of the vessel, viz. - one in the fore hold, and one in the stokehole removed for the purpose of cleaning out the mud and dirt from the inside of the vessel, and afterwards replaced. All the coal removed from the bunkers, all the ceiling and battens and linings removed from the holds, bunkers, engine and boiler rooms, peaks, cabins and forecabin, the whole of the interior of the hull thoroughly cleaned, and all the surfaces of the ironwork cleaned and sealed where necessary and coated with boiled oil and two coats of white zinc and red lead paint. The water ballast tanks

cleaned out and examined, the surfaces of the ironwork cleaned and coated with cement wash, and the tanks tested under pressure. The chain cables removed from the lockers, the lockers cleaned out, and cables examined.

All the saloon and cabins refitted. The rigging repaired and made good where damaged or carried away. A number of sails, awnings &c. cleaned or replaced by new as recommended. The two life boats repaired and the jolly boat replaced by new. New hawsers supplied to replace those destroyed. And various other parts or fittings of the vessel as detailed in the Damage Report of the 9th inst. renewed, repaired or replaced as recommended.

Apart from Damage.

The rudder has been rebushed. A plate in C. Strake on the port side under the engines found to be wasted through, and a plate in the corresponding strake on the starboard side in the stokehole found to be very much corroded have both been renewed. The whole of the cement under the engines, boilers and stokehole has now been removed and the shell plating, flues and framing there examined; in five places under the engines, and in ~~four~~ under the boilers the shell plating was found to be considerably wasted, and these places have now been doubled inside; and two of the butt straps under the engines, and three under the boilers, together with a large number of rivets were found to be very much wasted and have been renewed. Twenty wash plates to the center keelson, and forty-seven pieces of angle iron connecting them to the floors under the engines and boilers were found to be badly wasted, and have been renewed. The bottom under the engines, boilers and stokehole has been recemented. The opening to the engine room skylight has now been partly plated over along the sides, and at the after end under the chart house, in order to render the opening more secure. And four bulwark plates round the stern have been replaced by new.

Chas. H. Jordan