

by Chief Ship Surveyor 14. 11. 07

Received from Chief Ship Surveyor

L'S NAME Wood Sch. "Agnes"

Rpt. Gal. No. 4973

remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

of Survey Caulking not examined since 1901. H. J. due 1907.

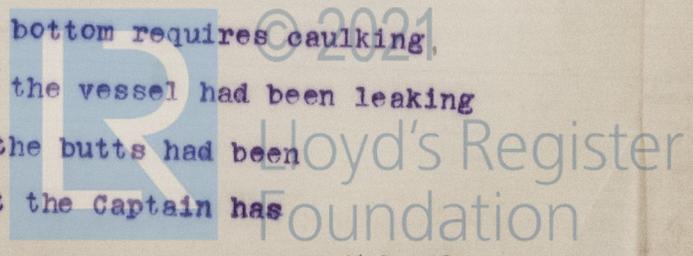
The caulking of this Wood Schooner has not been examined by the Society's Surveyors since 1901.

The Half Time Survey is due this year.

The matter of the caulking has received the consideration of the Committee on several occasions and has been allowed to be postponed at the request of the Owner from time to time.

In consequence of a letter received from the Falmouth Surveyor on the 12th November, the Committee decided that he should be instructed to visit the vessel immediately and report on the condition of the caulking as far as practicable.

A report has now been received from the Falmouth Surveyor stating that he has visited the vessel at Par and tested the caulking as far as practicable, the vessel being afloat. He found the caulking of the fore hood ends and of several seams rather slack and as he would not expect to find the caulking at these parts as slack as would be in the bottom, he is under the impression that the bottom requires caulking, particularly as he has learned that the vessel had been leaking before she came to Par and some of the butts had been recaulked. He has also learned that the Captain has



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retested on her arrival at Bristol by a Surveyor to this

ink. on or bcl

city tons. FPT tons; APT tons; MT feet tons.

Particulars of Classification (which must be entered precisely as in Register Book & Supplement)

purchased some iron riders with the intention of having them fitted in the vessel. The Surveyor is of opinion that for the vessel to retain her class the bottom should be recaulked to the load water line before the hard Winter months set in. She is now bound to Bristol and he recommends that the bottom should be recaulked at that port or that the vessel should be placed on a gridiron and the caulking of the bottom tested by the Society's Surveyor.

It is submitted the Owner be requested to arrange for this requirement to be complied with, and for the vessel to be examined by the Society's Surveyor on her arrival at Bristol. The Bristol Surveyor should be advised accordingly and requested to give the case the necessary attention. He should at the same time be informed of the Owner's proposal to defer the Half Time Survey (due 1907) until February or March next and should be requested to report upon this proposal as to whether in his opinion it might be agreed to by the Committee after he has examined the vessel.

C. H. J.
14/11/07

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