

# ANNUAL SURVEYS.

2775  
Rev 17/1/66

No. 569 Survey held at London Date 2<sup>d</sup> to 4<sup>th</sup> Dec<sup>r</sup> 18 65  
 on the Iron Ship "Ducentaur" Master J. R. Babot  
 Tonnage 1067 Built at Hull When built 1864  
 By whom built Earle Owners Saunders & Co.  
 Port belonging to Liverpool Destined Voyage Calcutta  
 If Surveyed Afloat or in Dry Dock Union Dry Dock

Last Survey, No. 3570 Port of Iron Classed A. 1  
 64

The present Condition of the

Decks	} <u>good</u>	Treenails Rivets	} <u>good</u>	Windlass and Capstan	} <u>good</u>
Waterways		Breasthooks and Stemson		Pumps	
Comings	} <u>where</u>	Transoms, Pointers, and Crutches	} <u>where</u>	Boats	} <u>and</u>
Upper Deck Beams & Fastenings		Timbers of the Frame at the Openings		Masts, Yards, &c.	
Lower Deck Beams & Fastenings	} <u>where</u>	Keelsons Do Do at other places	} <u>where</u>	Sails	} <u>sufficient</u>
Planksheers		Clamps and Shelves		Anchors No. of	
Sheerstrakes	} <u>seen</u>	Ceiling	} <u>seen</u>	Cables	} <u>seen</u>
Topsides		Rudder <u>Examined</u>		Hawsers and Warps	
Vales	} <u>seen</u>	Copper Paint When put on <u>not</u>	} <u>seen</u>	Standing & Running Rigging	} <u>seen</u>
Plank (Bottom) and Counter <u>Scraped &amp; Painted</u>					

General Observations and Opinion,

Caulking of Bottom, Deck, and Waterways good where seen

Scraped and painted the Bottom with three coats of Peacock's Patent Paint. She is now in good and efficient condition, and fit, in my opinion, to remain as classed A. 1.

Committee's Minute 19<sup>th</sup> January 1866  
 Character assigned A. 1 W. H. T.

Certificate (if required)

No. 170 Survey held at London Date 16<sup>th</sup> December 18 65  
 on the Iron Screw Ship "Firefly" Master J. Kelly  
 Tonnage 502 Built at Liverpool When built 1854  
 By whom built Do Owners J. I. Screw. Collier & Co.  
 Port belonging to London Destined Voyage Coaster  
 If Surveyed Afloat or in Dry Dock Upper Globe Dry Dock

Last Survey, No. 4352 Port of Iron Classed 6. A  
 Rest 65-4 yrs. 19.65.

The present Condition of the

Decks	} <u>good</u>	Treenails Rivets	} <u>good</u>	Windlass and Capstan	} <u>good</u>
Waterways		Breasthooks and Stemson		Pumps	
Comings	} <u>where</u>	Transoms, Pointers, and Crutches	} <u>where</u>	Boats	} <u>and</u>
Upper Deck Beams & Fastenings		Timbers of the Frame at the Openings		Masts, Yards, &c.	
Lower Deck Beams & Fastenings	} <u>where</u>	Keelsons Do Do at other places	} <u>where</u>	Sails	} <u>sufficient</u>
Planksheers		Clamps and Shelves		Anchors No. of	
Sheerstrakes	} <u>seen</u>	Ceiling	} <u>seen</u>	Cables	} <u>where</u>
Topsides		Rudder		Hawsers and Warps	
Vales	} <u>seen</u>	Copper Paint When put on <u>not</u>	} <u>seen</u>	Standing & Running Rigging	} <u>seen</u>
Plank (Bottom) and Counter <u>Scraped &amp; Painted</u>					

General Observations and Opinion,

Caulking of Bottom, Deck, and Waterways good where seen

Now done: Scraped and painted the Bottom. She is now in good and efficient condition, and fit, in my opinion, to remain as classed A. 1.

Committee's Minute 19<sup>th</sup> January 1866  
 Character assigned Rest. 4 A. 1 W. H. T.

Certificate (if required)

IRON 439-0122

19 January

Mr Williams is desired to explain  
how it happens that these Reports  
were not handed into the Office  
before the 17<sup>th</sup> January

W.R.

20<sup>th</sup> January. Noted: - and the  
Explanation is herewith  
attached. -

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