

## IRON OR STEEL SHIP.

(Received at London Office,

Date of writing Report *London*Port of *London*No. *361-91* Survey held at *London*Date, First Survey *Aug 27/88*Last Survey *26 February*18 *89*On the *Iron & Steel* *Passenger Steamer* *Duncan*Rig *-*Master *not yet appointed*Year of appointment *1888*(1) As master in service of  
owner of present vessel:—18  
(2) As master of this  
vessel:—18Built at *Blackwall*When built *1888* Launched *203 1888*By whom built *R. H. Green*Owners *Metropolitan Board of Works*Managers *-*

(If desired to be entered in Reg. Book)

Residence *Spring Gardens*Port belonging to *London*Destined Voyage *Woolwich N. S. Ferry*

If Surveyed while Building, Afloat, or in Dry Dock.

*Surveyed while building afloat.*TONNAGE under  
Tonnage Deck  
between Tonnage Dk.  
and 3rd, 4th, Spar or  
Awning Dk.

Total under Upper Dk.

Do. of Poop

Do. of Raised Or.

Dk. or Break

Do. of Bridge House

Do. of Houses on Deck

Do. of excess of Hatchways

Do. of Forecastle

Gross Tonnage

Net Tonnage

Do. of Engine Room

Do. of Mast

Do. of Funnel

Do. of Lifeboat

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ONE, OR TWO DECKED, THREE DECKED VESSEL,

SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) ... .. Feet.

Depth from upper part of Keel to top of Upper Deck Beams

Girth of Half Midship Frame (as per Rule) ... ..

1st Number

1st Number, if a 3-Decked Vessel .. deduct 7 feet

Length

2nd Number

Proportions— Breadths to Length .. ..

Depths to Length—Upper Deck to Keel .. ..

Main Deck ditto .. ..

Feet.

Inches.

Power of

Engines ... ..

Horse.

N<sup>o</sup>. of Decks with flat laidN<sup>o</sup>. of Tiers of Beams

LENGTH

on deck as

per Rule

BREADTH—

Moulded ... ..

Feet.

Inches.

DEPTH top of Floors to Upper

Deck Beams .. ..

Do. do. Main Deck Beams .. ..

Moulded depth

Dimensions of Ship per Register, length, *64.6* breadth, *12.1* depth, *6.3*

KEEL, depth and thickness ... ..

STEM, moulding and thickness ... ..

TERN-POST for Rudder do. do. ... ..

" for Propeller ... ..

Distance of Frames from moulding edge to

moulding edge, all fore and aft ... ..

FRAMES, Angle Iron, for  $\frac{1}{2}$  length amidships ... ..Do. for  $\frac{1}{4}$  at each end ... ..

EVERSED FRAMES, Angle Iron ... ..

FLOORS, depth and thickness of Floor Plate

at mid line for  $\frac{1}{2}$  length amidships ... ..

thickness at the ends of vessel ... ..

depth at  $\frac{1}{4}$  the half-bdth. as per Rule ... ..

height extended at the Bilges ... ..

BEAMS, Upper, Spar, or Awning Deck

Single or double Angle Iron on Upper edge

Average space ... ..

BEAMS, Main, or Middle Deck

Single or double Angle Iron, Plate or Tee Bulb Iron

Average space ... ..

BEAMS, Lower Deck—Bridge

Single or double Angle Iron, Plate or Tee Bulb Iron

Average space ... ..

BEAMS, Hold, or Orlop

Single or double Angle Iron, Plate or Tee Bulb Iron

Average space ... ..

KEELSONS Centre line, single or double plate,

Inter Plate to Inter Plate

Angle Irons ... ..

Double Angle Iron Side Keelson ... ..

Side Inter Plate ... ..

Angle Irons ... ..

Attached to outside plating with angle iron

BILGE Angle Irons

do. Bulb Iron ... ..

do. Intercoastal plates riveted to

plating for length

SIDE STRINGER Angle Irons

Intercoastal plates riveted to plating for

length

SIDE STRINGER Angle Irons

Intercoastal plates riveted to plating for

length

The FRAMES extend in one length from

The REVERSED ANGLE IRONS on floors and frames extend

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?

PLATING. Garboard, double riveted to Keel, with rivets

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets

Butts of Strakes at Bilge for length, treble riveted with Butt Straps

Edges from Bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships.

Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting

Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &amp;c.?

Manufacturer's name or trade mark,

The above is a correct description.

Builder's Signature, *Richard Henry Green*Surveyor's Signature, *Richard Henry Green*

Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? *yes 49282 Jan*  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *yes*  
Are the fillings between the ribs and plates solid single pieces? *yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *yes* Do any rivets break into or through the seams or butts of the plating? *no*

Masts, Bowsprit, Yards, &c., are in condition, and sufficient in size and length. If of Iron or Steel give Scantlings of *Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.*  
State also Length and Diameter of Lower Masts and Bowsprit

| Number for Equip-<br>ment      | CABLES, &c.                           |          |         | Test per<br>Certificate,<br>Tons. | Fathoms &<br>Inches<br>per Rule. | Machine where Tested and<br>Superintendent, also<br>Name of Chain Maker.       | ANCHORS.  |                              | Weight,<br>Ex. Stock. | Test per<br>Certificate | W'ght req'd<br>per Rule. | Machine where Tested and<br>Superintendent, also<br>Name of Anchor Maker.   |
|--------------------------------|---------------------------------------|----------|---------|-----------------------------------|----------------------------------|--|---|------------------------------|-----------------------|-------------------------|--------------------------|---|
|                                | Number of Certificate.                | Fathoms. | Inches. |                                   |                                  |  | Number of Certificate<br>(State if any and<br>Name of Anchor) | which Anchors are Stockless. |                       |                         |                          |   |
| Letter for do.                 | 9917                                  | 90       | 1"      | 27-Tons & 800                     |                                  | Superior 5th Dec 88<br>Machine No 4.5.88<br>Maker T. Baker<br>Super R. R. Lint | 1267 one  | 6-0-0<br>1-0-14 each         |                       | 8-5-0-0                 |                          | Superior 14 Nov 88<br>Machine No 6-88<br>Maker T. Baker<br>Super R. R. Lint |
| N. SAILS.                      |                                       |          |         |                                   |                                  |  |   |                              |                       |                         |                          |   |
| Fore Sails,                    |                                       |          |         |                                   |                                  |  |   |                              |                       |                         |                          |   |
| Fore Top Sails,                |                                       |          |         |                                   |                                  |  |   |                              |                       |                         |                          |   |
| Fore Topmast<br>Stay Sails,    | Iron Stream Chain<br>or Steel Wire .. |          |         |                                   |                                  |  |   |                              |                       |                         |                          |   |
| Main Sails,                    | Hempen Str'm Cables                   |          |         |                                   |                                  |  |   |                              |                       |                         |                          |   |
| Main Top Sails,<br>and quality | TOWLINE-<br>Hemp or Steel Wire        |          |         |                                   |                                  |  |   |                              |                       |                         |                          |   |
|                                | Hawser .....                          | 20       | 2 1/2   |                                   | 1 1/2                            |  |   |                              |                       |                         |                          |   |
|                                | Warp .....                            | 90       | 4 1/2   |                                   |                                  |  |   |                              |                       |                         |                          |   |

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps 4

Engine Room Skylights. How constructed? *covered by bridge* How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed? *flush deck* How are lids secured? *lifts on side* Height above deck?

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *4 each side mooring pipe*

Cargo Hatchways. How formed? *none* Hatches, If strong and efficient?

State size Main Hatch Forehatch Quarterhatch

If of extraordinary size, state how framed and secured.... What arrangement for shifting beams?

Order for Special Survey No. *Built under Special Survey*

Date *April 26/88* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Order for Ordinary Survey No. *Aug 27 28, 30 September 1-11-14-20*

Date *Dec 18-19-30* 2nd. On the plating during the process of riveting

No. *226* in builder's yard. 3rd. When the beams were in and fastened, and before the decks were laid.... *Dec 18-19-30*

State dates of letters respecting this case *April 26/88 July 12/88 July 13/88 July 19/88 Sept 20/88*

General Remarks (State quality of workmanship, &c.)

This paddle wheel steamer is built for use as Ferry steamer between North and South Woolwich in accordance with the approved midship Section and drawings. All the angles & transverse are of iron, but all plates used in the construction are of steel. The steel has been tested at the works in compliance with the requirements of the Committee. The workmanship and material are of good quality and the vessel appears worthy of the contemplated Class A1 Ferry Purpose. Frames, beams & angles iron - Plating steel being recorded in the Register Book.

How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*

Particulars for Record in R.B. Length of Poop ft., R.Q.D. ft., Bridge Dk., ft., F'castle ft.; No. of Dks. (excluding spar, awn., &c.)

Material of dks. *for hull* If spar, awn. dk., &c. Material of spar, awn. dk., &c. No. of tiers of beams (with and without dks. laid)

Official No. ; Signal Letters *for Woolwich* If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *A1. Ferry Purpose*

The amount of the Entry Fee £ 2 : 0 : 0 is received by me, *14. 3. 89*

Special £ 24 : 13 : 0 15. 3. 1889 *Edward Provenance Allison D. Wilson*

(To be sent as per margin.) Certificate ... : 0 : 0 *Surveyor to Lloyd's Register of British and Foreign Shipping.*

Committee's Minute *FRIDAY 15 MARCH 1889* It is submitted that this vessel appears eligible to be classed

Character assigned *A1 for Woolwich Ferry Purposes* as recommended with the notation

*Steel Plating Iron Framing*

*Steel Plating Iron Framing*

*Steel Plating Iron Framing*

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