

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26th Oct 1894 When handed in at Local Office 18 Port of London
 No. in Survey held at London Date, First Survey 28th Sep Last Survey 24th Oct 1894
 Reg. Book. 486 on the Wood, Iron & Steel P. S. "Duncan" (No. of Visits 12) Master

TONNAGE:— Built at London By whom R & H. Green When 1889. 2
 GROSS 493 Owners London County Council Port belonging to London
 UNDER DK 361 Owners Address
 NET 311 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? OK Name of Dock Woolwich Dock Destined Voyage Woolwich Ferry
 WB=DBa ✓ tons; f ✓ tons; uE&B ✓ tons; CellDB ✓ tons;
 FPT ✓ tons; APT ✓ tons; MT ✓ tons.

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>+ A 1</u>	<u>2.93</u>	<u>+ 2. M. C. 4 92</u>
<u>S.S. Lon No. 1.92.</u>		
<u>"For Woolwich Ferry purposes"</u>		
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.		

Last Survey, No. 5419 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage through collision with S. S. "Ohio"

Hull and bottom examined in dry dock, on Port side forward one bulwark plate renewed and one other plate faired in place, four stanchions repaired bulwark rails & angles renewed for 35 feet in length, two shell plates faired in place, one deck stringer plate renewed, and one other stringer plate renewed faired and refitted & stringer bars renewed, the outside elm pulber and angles renewed in way of damage, two new scuppers fitted, the margin plank round the port bow, and about 25 shifts of p. pine deck plank removed, the fore end of deck recaulked, deck tie plate faired the Capstan removed repaired and refitted; Amidships the outside pulber repaired & refastened, and bulwark & stringer in way of same rep'd, and one frame and two beams rep'd. Bottom recaulked.

SUMMARY OF DAMAGE REPAIRS: 3 Plates, Faired or Repaired; 2 Frames, ditto. X Plates, Renewed; ✓ Frames, ditto. Other Repairs Stringer & deck.

PRESENT CONDITION OF THE

Decks	Transoms, Pointers, & Crutches	Copper, or T.M. (State if on Belt.) When put on, Month Year	Hatches
Waterways <u>Good</u>	Timbers of Frame at the openings <u>Good</u>		Boats <u>Good</u>
Coamings <u>Good</u>	Ditto ditto at other places <u>Good</u>		Masts, Yards, &c. <u>Good</u>
Up'r Dk. Beams & Fastenings <u>Good</u>	Keelsons <u>Good</u>	Rudder <u>Good</u>	Condition, how ascertained <u>✓</u>
Low'r Dk. Beams & Fastenings <u>Good</u>	Clamps, Shells & Stringers <u>Good</u>	Windlass & Capstan <u>Good</u>	Sails <u>Good</u>
Plating <u>Good</u>	Salting (State if examined.) <u>Good</u>	Pumps <u>Good</u>	Equipment letter <u>✓</u>
Flooding <u>Good</u>	Ceiling <u>Good</u>	Engine Room Skylights <u>Good</u>	Anchors, No. of <u>1</u>
Grounds or Rivets <u>Good</u>	Cement or Asphalt (State which.) <u>Good</u>	Coal Bunker, Open'gs, Lids, &c. <u>Good</u>	Cables (State if now ranged) <u>Good</u>
Beasthooks & Stems <u>Good</u>	Trunks (State if now tested.) <u>Good</u>	Scuppers <u>Good</u>	" length - size -
	Caulking of Bot'm, D'k, & Wat'rwys <u>Good</u>	Cargo & Main H'tch'wys <u>Good</u>	" Rule length - size -
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>Good</u>

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good and efficient condition, and eligible to remain as Classed with record 10.94.

Office Fee (if chargeable) per Scale II, Sec. 23 £ : :
 Survey Fee (per Section 25) £ : :
 Special Damage or Repair Fee (if any) £ : :
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Is Certificate now required? FRIDAY 2 NOV 1894

Fees applied for,

29.10.18.94

Received by me,

13/11/94

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

Committee's Minute

Character assigned

A1

for Woolwich ferry purposes

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Lloyd's Register

LON 703-0329