

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 13/1/80)

Survey held at Amoy Date, first Survey Dec 19<sup>th</sup> Last Survey Dec 27<sup>th</sup> 1879

Book 1 on the Steamship Celtic Monarch Master P. S. Mason

Tonnage under Tonnage Deck 1854 Built at Liverpool When built 1879

Ditto of Spar Deck, or Awning Deck 131.8 Owners Royal Exch. Shipping Co Port belonging to London

Ditto of Poop 131.8 Residence Richardson Destined Voyage for being ashore, and heavy weather

Ditto of Raised Qr. Deck 131.8 By whom built Richardson

Ditto of Houses on Deck 131.8 If Surveyed Afloat or in Dry Dock for being ashore, and heavy weather

Ditto of Forecastle 131.8

Gross Tonnage 1854

Crew Space, as per Rule 131.8

Register Tonnage, cut on Beam 131.8

Engine Room 131.8

Reg. Tons as St mer, cut on Bm. 131.8

Length of Poop 231.81 ft. Ditto, Forecastle 231.81 ft. Ditto, Raised Quarter Deck 231.81 ft.

Last Survey, No. 23181 Port Liverpool Character in Register Book 100 A 1

REPAIRS, OR EXAMINATION AS PER RULE 4/1879

Cause of Repairs to be clearly stated.

## British Steamship Celtic Monarch

This steamer was ashore at Singapore, and lay several hours. On her passage to this port she encountered heavy weather accompanied with high seas which caused damage specified.

On examination of this steamer on Dry Dock Dec 19<sup>th</sup> 79 found as follows. Two adjoining blades of propeller carried away close to the hub. The rest of the end of stem tube much loosened. Found a number of the Butts in bottom plate leaking. A number of the Butts rivets were found loose, and leaking. Some of the rivets in the arch over propeller were loose, and many of the Butts of the side plating loose, also several Hull rivets loose. Give angle Iron at the head of rudder broken. The stuffing Box of the rudder was loosened, causing a leak through the ducks into Cabin.

Present Condition of the		Treenails		Windlass and Capstan	
Decks	good	Breasthooks and Stemson	good	Pumps	good
Waterways	good	Transoms, Pointers, and Crutches	good	Boats	good
Comings	good	Timbers of the Frame at the openings	good	Masts, Yards, &c.	good
Upper Deck Beams & Fastenings	good	Ditto Ditto at other places	good	Condition, how ascertained	Observation
Lower Deck Beams & Fastenings	good	Keelsons	good	Sails	good
Planksheers	good	Clamps and Shelves	good	Anchors No. of	good
Sheerstrakes	good	Ceiling	good	Cables	good
Topsides	good	Rudder	good	Hawsers and Warps	good
Wales	good	Copper (or X.M.)	good	Standing & Running Rigging	good
Plank (Bottom) and Counter	good	Caulking of part of Deck	good		
		Bottom, Deck, & Waterways	good		

Engine Room Skylights good Coal Bunker, Openings, Lids, &c. good Scuppers good Cargo and Main Hatchways good Hatches good

General Observations, Opinion as to Class, &c. All necessary repairs having been made to my satisfaction I am of opinion that the ship is in good seaworthy condition, and fit to carry her cargo to its destination, and would recommend that she remain as now classed in Register Book as Lloyd's.

The Amount of Entry Fee ... £ : : received by me, }  
 Special ... £ 10 : : 18  
 Certificate (if required) } £ 3 : :  
 to be sent as per margin... } £ 13.

Travelling Expenses, if any, £

Committee's Minute 10th January, 1880

Character assigned 100 A 1

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



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the cabin.

Some of the hold Stanchions bent.

Recommended to remove the Propeller, and replace it with the spare one now on board. Stem tube to be taken out and replaced. Circulating Pump, valve grating to be replaced with new Boiler shells to be caulked. Wood ends aft to be caulked. also all Butts to be caulked. Rudder straps, and fastening rivets renewed. Bar rivets in Stem Arch taken out and renewed. Nail rivets taken out, and replaced, and Rudder Deck plate, refastened, and decks caulked where required.

Repairs

Propeller removed, and new one put on.  
Stem tube taken out, and replaced.  
Circulating Pump, valve grating, replaced with new Boiler shells caulked.  
Wood ends, and all <sup>bar</sup> Butts caulked.  
Rudder straps, & fastenings rivets renewed.  
Bar rivets on Stem Arch taken out, and renewed.  
and Nail-rivets taken out and replaced, and Rudder Deck plate refastened, and all necessary caulking done to decks. Cement renewed where broken by cutting out bad and defective rivets.

James D. Leary

The 11th of September 1881



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