

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 8/12/80)

199 Survey held at Falmouth Date, first Survey 29th Nov Last Survey 4th Dec 1880.
 on the Steel Screw "Assyrian Monarch" Master W. H. Westhoop
 Tonnage under Tonnage Deck 1996 Built at Hull When built 1880
 of Spar Deck, or Awaiting Deck Owners Royal Exchange Shipping Co. Port belonging to London
 of Poop Residence London
 of Raised Qr. Dk. By whom built Earle's Co. Destined Voyage New York
 of Houses on Deck If Surveyed Afloat or in Dry Dock Afloat & in dry dock
 of Forecastle (State Name of Dock)
 Gross Tonnage 3317
 Free Space, as per Rule 2164
 Register Tonnage, cut on Beam
 Engine Room
 eg. Tons as St^rmer, cut on Bm.
 ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. Character in Register Book.
 st Survey, No. 153 Port Iron Classed 100 A
 PAIRS, OR EXAMINATION AS PER RULE Per Damage
 Cause of Repairs to be clearly stated.

This vessel was towed into this port on the 25th November last - having lost all four blades of the propeller - supposed to have broken off by striking some hard substance, - and from the appearance of the bottom - being more or less chafed and scratched, on each side, it is conjectured that she had passed over some submerged wreckage at sea. She also had one plate badly indented (4 1/2 ins. deep) extending over three frame spaces in the second strake below the main sheerstrake ^{on Starboard side} - nearly abreast of the Mizzen mast - reported to have been caused by Colliding with the Steamer "Tophaze" in passing a rope on board before towing at sea. Has also a bulge of about 1 1/4 ins. deep covering a surface of about 15' in the fifth strake below the Sheerstrake between P. & O.

Present Condition of the				
Decks	good	Treenails	Rivets	good
Waterways	do.	Breasthooks and Stemson		do.
Comings	do.	Transoms, Pointers, and Crutches		do.
Upper Deck Beams & Fastenings	do.	Timbers of the Frame at the openings		do.
Lower Deck Beams & Fastenings	do.	Ditto Ditto at other places		do.
Planksheers	do.	Keelsons		do.
Sheerstrakes	Plating do.	Clamps and Shelves		do.
Topsides	" do.	Ceiling		do.
Wales	" do.	Rudder		do.
Plank (Bottom) and Counter	do.	Copper (or Y.M.)	Cem. When put on	80
Engine Room Skylights	good	Caulking of		Good
Coal Bunker, Openings, Lids, &c.	good	Bottom, Deck, & Waterways		Good
General Observations, Opinion as to Class, &c.		Windlass and Capstan & Winches		good
		Pumps		do.
		Boats	6 No. (good)	do.
		Masts, Yards, &c.		do.
		Condition, how ascertained	from aloft	
		Sails	Well found	
		Anchors	No. of Complete	
		Cables	Complete	
		Hawsers and Warps	Sufficient	
		Standing & Running Rigging	good	
		Cargo and Main Hatchways	good	
		Hatches	good	

This vessel is now in good and efficient condition, and in my opinion fit to remain as Classed with record of this date (12, 80)

The Amount of Entry Fee Per 3 3 3 received by me, 4/12/1880
 and per Damage 3 3 3
 Certificate (if required) 3 3 3
 to be sent as per margin... 3 3 3

(Travelling Expenses, if any, & Nil)

Committee's Minute

Character assigned

10/12/80

Friday, December 11th. 1880.
100 A
DTB

Will m Bowden
 Surveyor to Lloyd's Register of British and Foreign Shipping
Falmouth



Lloyd's Register
 Foundation

28556 Jura

the Mizzen and Jigger mast ^{on port side,} but not cracked; and the only damage done by the falling blades is a notch about $1\frac{1}{4}$ " deep made in the after part of keel on starb^d edge.

The moulding on the port quarter was badly spl^d on the vessel coming alongside of Falmouth jetty.

She is also reported to have strained the shelter deck while rolling heavily at sea - causing same to leak more or less around the hatchways and over the cabins, also carried away the parrells of the fore & main top & top gallant yards; fore sail split, and several other sails chafed; No. 4 Life boat slightly damaged and rudder gone, steam pipe casing broken, lips of some of the scuppers knocked off, some of the rivets started in the after bulkhead, and other slight damage.

Also reported to have lost one Coil of $5\frac{1}{2}$ " Manila rope, three coils of 3" ditto, three of 2" & two of 1" thread, and several things washed off the decks; and, had the upper rigging chafed.

Has now had the damaged plate, on Starboard side, taken out, heated - reset and replaced, and all her other damages & losses made good, including the caulking of portions of the Shelter decks.

Also been supplied with new propeller blade and had her bottom recoated with red-lead, or paint.

Is now in good condition -

Hill^m Bowden
Surveyor
Falmouth



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