

# REPORT of SURVEY for REPAIRS, &c.

No. *1318* on the *S.S. Assyrian Monarch* 1996

No. in Survey held at *London* Date, first Survey *15 July* Last Survey *4 August 1881*

Reg. Book. *1318* Master *Harrison*

TONNAGE under Tonnage Deck *3314*

Ditto of Spar Deck, or Arming Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as Steamer, cut on Bm. *2164*

Built at *Hull* When built *1880*

Owners *Royal Ex. S. Co* Port belonging to *London*

Residence

By whom built *Charles Be* Destined Voyage *Australia*

If Surveyed Afloat or in Dry Dock *Poplar dry dock*

(State Name of Dock)

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

Years assigned. *100* Character in Register Book. *2.81*

Last Survey, No. *219* Port *Nyfa*

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

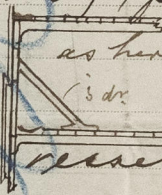
Ridge Keel, fitted of bulb iron  $11 \times \frac{7}{8}$  between double angle iron  $5 \times 4 \times \frac{3}{16}$  for 160 feet in length.

One stroke of shell plating between the main and upper deck doubled for about 140 feet on each side.

In the recess at the after end of shaft tunnel an intercast plate  $12 \times \frac{5}{8}$  has been fitted, and attached to the frames and shell plating by strong angle irons, and the intercastals connected with beams from side to side. Strong plates have also been added to frames after plate connecting the both sides. Between the upper and shelter deck strong spurs have been fitted, four being forward, and three aft.

Bottom recoated.

The additions now made to this vessel are purely voluntary



## Present Condition of the

Decks	Roofs	Greenails	Plants	Roofs	Windlass and Capstan	Roofs
Waterways	do	Breasthooks and Stemson	do	do	Pumps	do
Comings	do	Transoms, Pointers, and Crutches	do	do	Boats	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	do	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	do	Condition, how ascertained	from deck
Planksheers	do	Keelsons	do	do	Sails	well found
Sheerstrakes	do	Clamps and Shelves	do	do	Anchors	No. of 313. 15 & 16
Topsides	do	Ceiling	do	do	Cables	Complete
Wales	do	Rudder	do	do	Hawsers and Warps	Sufficient
Plank (Bottom) and Counter	do	Copper (or Y.M.)	When put on	do	Standing & Running Rigging	good
Engine Room Skylights	do	Caulking of	do	do	Cargo and Main Hatchways	do
Coal Bunker, Openings, Lids, &c.	do	Bottom, Deck, & Waterways	do	do	Hatches	do
Scuppers	do					

General Observations, Opinion as to Class, &c.

This vessel appears eligible to remain as classed

The Amount of Entry Fee ... £ ... received by me, *JAM*

Special ... £ 2 : 2 : 13/8 1881

Certificate (if required) to be sent as per margin... £ 5 : 5 : 5

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

Friday, August, 12th 1881

*100A*

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

*J. S. Longdore*

No. 2021  
Lloyd's Register  
Foundation

Loadline 20 feet

LON 666-0381



4070420

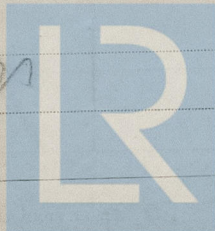
on the part of the Owners, and not required from any  
symptom of weakness in the Ship's structure, excepting  
in the recess at after end of shaft tunnel where some rivets  
in frames were found loose, to prevent a repetition of  
which the intercostals referred to have been fitted.

Thos. Longdon

The load line required by the Committee has  
been marked on the side

Thos. Longdon

Wm. Brown



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