

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 6. 12. 81)

No. in Survey held at London Date, first Survey Nov<sup>r</sup> 11 - Last Survey Nov<sup>r</sup> 23 1881

Reg. Book. 324 on the Screw Steamer "Persian Monarch" Master Duncombe

Official Number 82815

TONNAGE under Tonnage Deck 2858

Ditto of Spar Deck, or Awning Deck

Ditto of Poop

Ditto of Raised Qr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 3725

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Reg. Tons as St<sup>r</sup>mer, cut on Bm. 2568

Built at Dumbarton When built 1880

Owners Royal Exchange Shipping Co. Ltd. Port belonging to London

Residence

By whom built A. W. Millar & Son Destined Voyage New York

If Surveyed Afloat or in Dry Dock Poplar Dry Dock & Afloat

(State Name of Dock)

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

Classed 100 A 1

Last Survey, No. 262 Port New York

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

Now done, The vessel placed in Dry Dock the bottom examined and recoated with Paint.

A few leaky rivets in the Run Aft, and in the propeller post taken out and renewed, also the seams of the boss plates, and the after ends of plates down the sternpost recaulked. The 1<sup>st</sup> butt from aft in garboard strake on port side stotted out at bottom the depth of keel, a piece tightly fitted in properly fastened and caulked, 1 piece also fitted in seam at sternpost of plate below the boss on Port Side. Counter rudder trunk plate taken off, 3 rivets thru sternpost in. Outer plates renewed, and the seams recaulked. New stop cleats fitted to the Rudder, Engine seating strengthened with brackets and additional nut & screw bolt fastening. The space on shutter deck between the

Present Condition of the

|  |      |                                      |                  |      |                             |                        |
|--|------|--------------------------------------|------------------|------|-----------------------------|------------------------|
| Decks  | Good | Transoms                             | Rivets           | Good | Windlass and Capstan        | Good                   |
| Waterways                                      | "    | Breasthooks and Stemson              |                  | "    | Pumps                       | "                      |
| Comings  | "    | Transoms, Pointers, and Crutches     |                  | "    | Boats                       | "                      |
| Upper Deck Beams & Fastenings                  | "    | Timbers of the Frame at the openings |                  | "    | Masts, Yards, &c.           | "                      |
| Lower Deck Beams & Fastenings                  | "    | Ditto Ditto at other places          |                  | "    | Condition, how ascertained  | by observation         |
| Planksheers                                    | "    | Keelsons                             |                  | "    | Sails                       | Sufficient             |
| Sheerstrakes                                   | "    | Clamps and Shelves                   |                  | "    | Anchors                     | No. of 3 B, 1 S & 2 H  |
| Topsides                                       | "    | Ceiling                              |                  | "    | Cables                      | part seen on Deck Good |
| Wales  | "    | Rudder                               |                  | "    | Hawsers and Warps           | Sufficient             |
| Plates   | "    | Copper                               | When put on 1880 |      | Standing & Running Riggings | "                      |
| Plank (Bottom) and Counter                     | "    | Caulking of                          |                  |      |                             |                        |
| Engine Room Skylights                          | Good | Bottom, Deck, & Waterways            | Good             |      |                             |                        |
| Coal Bunker, Openings, Lids, &c.               | Good | Scuppers                             | Good             |      |                             |                        |
| General Observations, Opinion as to Class, &c. |      |                                      |                  |      |                             |                        |

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed.

The Amount of Entry Fee ... £ ... : ... : received by me, A.B.

15/12/81 Special ... £ 2 : 2 : 20/12/1881

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

(Travelling Expenses, if any, £ )

Committee's Minute

Friday, December, 16th. 1881.

Character assigned

*Referenced for further report*

*[Signature]*

*For the Surveyor to Lloyd's Register of British and Foreign Shipping*  
*If this vessel has a complete shade deck all fore and aft the equipment should be regulated by the increased Tonnage or by the number for equipment as a shade deck vessel. The surveyors should also state whether the ports have been closed in accordance with the Committee's requirements.*



40973 Len

deck house and hatchway beam next abaft plated over and a thick wood deck laid on top. Iron stanchions fitted under the boats beams on each side to take the weight off the deck house, and additional Iron Pillars fitted in the state rooms between decks to the beams in way of the deck house.

The main yard heated and faired and a doubling plate fitted in way of same.

The tonnage of this vessel has now been amended by the Board of Trade including the closed in space under the Shelter or Awning Deck.

\* 4 Brackets fitted on the fore ends of Engine Bearers temporarily secured with good nut & screw bolts, 4 or 5 bracket heads are to be fitted at the after end of bearers on her return. The holding down bolts are put through tubes 3 inches diameter, bolts  $1\frac{1}{8}$  and strengthened underneath the tank top with  $5 \times 5 \times \frac{5}{8}$  angle bars.

Wm Miles  
M. C. Darcy

The load line of 23 feet 6 in has been painted on the side as required by the Committee.

Thos. Longdon

Classing Committee  
20 Dec 1884  
1000  
Load line 23 ft 6 in  
M.C.



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Foundation