

REPORT of SURVEY for REPAIRS, &c.

(Received at London Office,)

No. in Survey held at London Date, first Survey 18th Feb^y Last Survey 12th March 1881
 eg. Book. 2nd app^t on the Iron Slew "Persian Monarch." Master Duncombe.
 TONNAGE under Tonnage Deck 2855 Built at Dumbarton When built 1880 9th
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Poop
 Ditto of Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 3308 Residence
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Reg. Tons as S^t mer, cut on Bm. 2151 By whom built A. McMillan & Son. Destined Voyage Natal.
 If Surveyed Afloat or in Dry Dock in Poplar Dry Dock
 (State Name of Dock)
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Years assigned. 100A.1. Character in Register Book.
 Classed 11.80

Last Survey, No. Port

REPAIRS, OR EXAMINATION AS PER RULE

Cause of Repairs to be clearly stated.

The bottom has been examined.
 The following additions have now been made aft, owing to slight symptoms of movement there which were apparently due to the action of the propeller viz: 3 beams in the recess at the after end of the tunnel strengthened by a vertical plate, being about 10" deep at the middle and forming a knee at the sides about 3½ feet deep. In the lower tween decks right aft, a double angle iron strunger 5" x 4" x 8/16" has been worked each side about midway between the two decks, with 3 angle iron beams 5" x 4" x 8/16" well attached thereto, one of these beams being double. At the upper tween decks the cement has been cut out of the waterways there for a portion of the ship's

Present Condition of the		Treenails rivets		Windlass and Capstan	
Decks	good	good	good	good	good
Waterways	D ^o	Breasthooks and Stemson	D ^o	Pumps	D ^o
Comings	D ^o	Transoms, Pointers, and Crutches	D ^o	Boats	D ^o
Upper Deck Beams & Fastenings	D ^o	Timbers of the Frames at the openings	D ^o	Masts, Yards, &c.	D ^o
Lower Deck Beams & Fastenings	D ^o	Ditto Ditto at other places	D ^o	Condition, how ascertained	from the deck
Plank sheers	D ^o	Keelsons	D ^o	Sails	good
Sheerstrakes	D ^o	Clamps and Shelves	D ^o	Anchors No. of	3 B. 1 S & kedges.
Topsides	D ^o	Ceiling	D ^o	Cables	complete
Wales	D ^o	Rudder	D ^o	Hawsers and Warps	sufficient
Plating	D ^o	Copper (or r.m.)	When put on	Standing & Running Rigging	good
Plank (Bottom) and Counter	D ^o	Caulking of		Engine Room Skylights	good
Coal Bunker, Openings, Lids, &c.	good	Bottom, Deck, & Waterways	good	Coal Bunker, Openings, Lids, &c.	good
Scuppers	good	Cargo and Main Hatchways	good	Scuppers	good
Hatches	good			Cargo and Main Hatchways	good

General Observations, Opinion as to Class, &c.

This vessel appears to be in good condition and eligible to remain as classed subject to the Committee's decision as regards the load line.

J. H. Truscott.
 Geo. Congdon
 Will^m B. Dacey
 Surveyor to Lloyd's Register of British and Foreign Shipping.

The Amount of Entry Fee£ : : received by me, }
 Special£ : : 188 }
 Certificate (if required) } £ : :
 to be sent as per margin... }

(Travelling Expenses, if any, £)
 Committee's Minute
 Character assigned

17th March 1881
 188

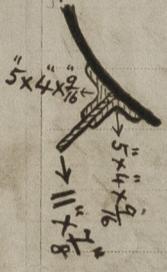


lengths - pine Chocks fitted between the frames, caulked, payed and then cemented. and this with a view to ensure of that part being watertight.

The following repairs have also been done viz:- several butt straps have been re-riveted, and the after peak flat forming part of the stern tube enclosure has now had the usual angle irons fitted between the frames and other arrangements made there with a view to its being made watertight - this part however, of her, owing to the hurried way in which this work has been carried out has not been tested with water pressure. the stringer angle iron inside the frames refitted for about 11 frames spaces at the after part.

The vessel has been generally examined and the foregoing repairs are all that have been considered necessary.

A. Strong bilge keels ^{on each side} now added, plate 11 x 7/8, angles 5 x 4 x 7/8.



With reference to the remarks in the New York Report that articles were omitted which were necessary to the safety of the vessel - all deficiencies have now been made good.

With reference to the Secretary's letter to the Owners of the 3rd March /81 respecting the submission of a load line - the Managing Owners' attention was ~~drawn~~ again drawn to this matter on the 12th inst. and the importance of having the matter settled was pointed out to him; nothing however has been done and no load line marked on the side of the vessel.

J. N. Truscott.
Geo. Congdon
Will^{ms} B. Dacey

16/10/81 In Martell's workshop