

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office,

No. in Survey held at *London* Date, first Survey *12<sup>th</sup> Feb<sup>y</sup>* Last Survey *12<sup>th</sup> March 1881*  
eg. Book. *2<sup>nd</sup> app<sup>n</sup> on the* *Iron Slew "Persian Monarch."* Master *Duncombe.*  
TONNAGE under Tonnage Deck *2855* Built at *Dumbarton* When built *1880* 9<sup>th</sup> MONTH  
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* Owners *Royal Exchange Ship<sup>y</sup> Co. (Lim.)* Port belonging to *London.*  
Crew Space, as per Rule  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as S<sup>t</sup> mer, cut on Bm. *2151* Residence  
By whom built *A. M. Millan & 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. Character in Register Book.  
Classed *100 A.1.*  
*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 plates, 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 ships

Present Condition of the

Decks

*good*

Waterways

*Do*

Comings

*Do*

Upper Deck Beams & Fastenings

*Do*

Lower Deck Beams & Fastenings

*Do*

Planksheers

*Do*

Sheerstrakes

*Do*

Topsides

*Do*

Wales

*Do*

Plank (Bottom) and Counter

*Do*

Treenails

*rinets*

*good*

Breasthooks and Stemson

*Do*

Transoms, Pointers, and Crutches

*Do*

Timbers of the Frames at the openings

*Do*

Ditto Ditto at other places

*Do*

Keelsons

*Do*

Clamps and Shelves

*Do*

Ceiling

*Do*

Rudder

*Do*

Copper (or P.M.)

*When put on*

Caulking of

Bottom, Deck, & Waterways

*good*

Windlass and Capstan

*good*

Pumps

*Do*

Boats

*Do*

Masts, Yards, &c.

*Do*

Condition, how ascertained from the deck

Sails

*good*

Anchors No. of

*3 B. 1 S. 3 kedges.*

Cables

*complete*

Hawsers and Warps

*sufficient*

Standing & Running Rigging

*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.

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.

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

*L. H. Truett.*  
*Thos. Congdon*  
*Will<sup>m</sup> B. Dacey*  
Surveyor to Lloyd's Register of British and Foreign Shipping.



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Foundation

LON 667-0130



length - 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 viron 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 keel <sup>on each side</sup> now added, plate  $11 \times \frac{1}{2}$ , angles  $5 \times 4 \times \frac{3}{8}$ .

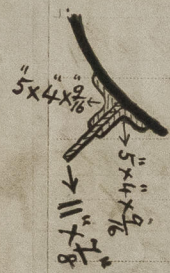
With reference to the remarks in the New York Report that articles were omitted which were necessary to the safety of the vessel - all deficiencies have now been made good.

With reference to the Secretary's letter to the Owners of the 3<sup>rd</sup> March /81 respecting the submission of a load line - the Managing Owners' attention was ~~drawn~~ again drawn to this matter on the 12<sup>th</sup> 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<sup>m</sup> C. Dacey



16/3/81 In Martell's workshop