

REPORT of SURVEY for REPAIRS, &c.

42422
(Received at London Office, 6 4 83)
No. in Survey held at *London* Date, first Survey *Dec 4/82* Last Survey *March 21st 1883*
g. Book. *207* on the *Iron S.S. "Egyptian Monarch"* Master *Cricksen*
TONNAGE under Tonnage Deck *3877* Built at *Dumbarton* When built *1880* YEAR. MONTH.
Ditto of Spar Deck, or Awning Deck Owners *Royal Exchange Shipping Company Ltd* Port belonging to *London*
Ditto of Poop Residence
Ditto of Raised Qr. Dk. By whom built *A. Mc Millan* Destined Voyage *New York*
Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *Millwall Dry Dock and Afloat*
Gross Tonnage *3916* (State Name of Dock) Years assigned. Character in Register Book.
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St' mer, cut on Bm. *2552*
Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft. Classed *100 A 1*

Last Survey, No. *41360* Port *London* Shelter *DR 3, 82*
REPAIRS, OR EXAMINATION AS PER RULE *Repairs, Strengthening & S.S. No 1* Society's Load-Line (if assigned) as painted on Ship *23.6*
Cause of Repairs to be clearly stated. OR Society's Freeboard (if assigned) as painted on Ship

Two strakes of plating viz the 10th & 12th strakes up from keel on each side have now been doubled for about 230 ft amidships each being about 39 inches broad x $\frac{7}{8}$ in thickness for 108 ft amidships tapering thence to $\frac{13}{16}$ & $\frac{13}{16}$ at each end, fitted with butt straps treble riveted. The rivets in about 72 butts altogether, at various parts of the bottom on both sides taken out the holes rymered and the rivets renewed. A Bilge Keel or Rolling Chock fitted on each side for 180 ft amidships of plate $11 \times \frac{1}{16}$ between double angle iron $4 \times 4 \times \frac{1}{16}$ attached to the bottom plating with tapped rivets backed with nuts tightened up on the inside. 11 Plates in lower after body taken off on port side, 2 renewed and the others repaired and replaced, 8 plates off on Sd side, 1 renewed of steel below boss & the others repaired and replaced.

The outer plates taken off and renewed with steel properly tested and Certified over extra inside doubling plates of Bowling Iron. A piece of iron 7 inches long P.S. No 1

Present Condition of the	Good	Transoms	Rivets	Good	Windlass and Capstan	Good
Decks	"	Breasthooks and Stemson	"	"	Pumps	"
Waterways	"	Transoms, Pointers, and Crutches	"	"	Boats	"
Comings	"	Timbers of the Frame at the openings	"	"	Masts, Yards, &c.	"
Upper Deck Beams & Fastenings	"	Ditto Ditto at other places	"	"	Condition, how ascertained	Examined
Lower Deck Beams & Fastenings	"	Keelsons	"	"	Sails	Sufficient
Planksheers	"	Clamps and Shelves	"	"	Anchors No. of	Complete
Deerstrakes	"	Ceiling	"	"	Cables	300 fathoms ranged
Spikes	"	Rudder	"	"	Hawsers and Warps	Sufficient
Stales	"	Copper (or Y.M.) When put on	"	"	Standing & Running Rigging	"
(Bottom) and Counter	"	(State if on Felt.)	"	"	Cargo and Main Hatchways	Good
Engine Room Skylights	Good	Cement (if Iron Ship) Cemented 1880	"	"	Hatches	Good
General Observations, Opinion as to Class, &c.		Caulking of Bottom, Deck, & Waterways	Good	"		

This vessel has now undergone strengthening and repairs, is in good and efficient condition and eligible in our opinion to remain as classed with record of S.S. No 1 London 83.

Amount of Entry Fee ... £ 3 : - : received by me, }
Special ... £ 10 : 10 : } 27/11/1883
Certificate (if required) to be sent as per margin... } £ " : 5 : "
Travelling Expenses, if any, £
Committee's Minute
Character assigned
J. W. Miles
W. L. Dacey
Surveyors to Lloyd's Register of British and Foreign Shipping.
Lloyd's Register
Lombard - 0160 1/2

stumped on top of stempost to height of transom beam plate, dove tail. Keyed to the post with a red & white lead joint, covered with flanged fish plates riveted thro' the post to transom plate, and the rudder trunk refitted. 6 solid wrought iron frames added between the lower after frame spaces, & an additional row of rivets put in the after part of keel & stempost, the new rivets in the after keel, stempost to above boss & in solid frames, being all turned and driven in tightly with a heavy hammer, & heated only at ^{the} points for riveting. Five strakes of deak shelter deck taken up on each side and a deck stringer fitted for 265 ft amidships $2'0" \times \frac{3}{16}$ instead of a narrow one removed. The deck in way of same refitted with a few planks new where necessary.

An iron deck $\frac{9}{16}$ thick fitted on the shelter deck beams between the Kidley Cabings & Engine Room Skylights, and about 50 ft of new angle iron fitted round Kidley Bulwark. The Port doors along sides taken off and refitted.

Double frames and bulkhead liners fitted at the 11th frame from aft, and a bulkhead $\frac{9}{16} \times \frac{7}{16}$ fitted in way of same up to main deck, stuffed with angle iron $\frac{1}{2} \times 3 \times \frac{9}{16}$ spaced 30 inches apart, - flanged pieces riveted on to forward & other bulkheads where required at each side to make them tight.

The frames cut in way of Iron deck over Stem Tube, flanged plates for tank top extended through to the stempost, - deep floor plates & reverse frames fitted on the 11 after frames as large as the shape of the vessel would admit, and bored out to the size of the stem tube, - the frame where cut for tank top, connected with substantial knees and bracket plates attached with angle iron to the tank top and frame work, riveted to each other, - the strong bracket knees being fitted both above and below the iron deck. One pair of Pointers have been fitted across the frame at the quarters extending to the new bulkhead at the 11th frame from aft of plate $11 \times \frac{3}{16}$ attached to the frames with double angle iron.

Top rudder band taken off & refitted holes cleaned out and rivets renewed. 4 web frames fitted on each side in way of Cabins ^{in shelter deck} of $\frac{1}{2} \times \frac{1}{16}$ built with welded ends & knees to waterways & beams, - 12 extra hold beam pillars, and 8 struts on each side of 3 inch round iron, fitted. The enclosure over engine room & stoke hole extended up to 4'6" above the air coaming or up to height of galley top ^{above shelter deck} of $\frac{5}{16} \times \frac{3}{8}$ plating, and the side ventilators amidships extended up to 4 ft above shelter deck. Two Beams fitted in

Engine Room of $12 \times \frac{1}{16}$ with double angle iron at top & bottom $4 \times 4 \times \frac{3}{16}$ spaced 10'5" from Centre to Centre, attached to the side with a stringer plate $2'2" \times \frac{1}{16}$, and angle iron, extending to 3 frames before the forward & 3 frames abaft the after beam, gusset plates 2 ft on beam well secured to the side stringer and supported with box knee plates to frames and orlop side stringer. 2 pillars fitted under each beam of $3 \frac{1}{2}$ in diam^r. The Holding down bolts in the bed plates of the engines have been examined and 24 now renewed & 4 built strong $8 \times \frac{1}{16}$ fitted over joints in the plating of engine seating on S^d side. All slack rivets cut out and renewed, reriveted in way of new work and renewed the cement in way of same. Examined the Caulking in the bottom recaulked the decks where necessary and recoated throughout with Paint. The lumber boards

also 6 pairs of angle $\frac{5}{16} \times 3 \times \frac{1}{16}$ on solid wrought iron frames extended to tank top,

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and more than one stroke of cutting on each side, and the
looks, cutting on the tanks taken up, examined and found good,
& tanks tested. Fifteen fathoms of $2\frac{1}{16}$ Chain Cable, tested
to $107\frac{1}{10}$ & $76\frac{5}{10}$ tons, now put on Board, Certificate No 4802
from River Wear, signed by J. Hartnett, has been produced.

J. W. Miles
M^r C. Harvey



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Foundation

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