

REPORT of SURVEY for REPAIRS, &c.

No. in Survey held at *London* Date, first Survey *January 11* Last Survey *August 22* 1883
eg. Book. *110* on the *Iron S. S. "Persian Monarch"* (No. of Vessels) Master *Duncombe*
TONNAGE under Tonnage Deck *2858* Built at *Dumbarton* When built *1880* YEAR. MONTH.
Ditto of Spar Deck, or Awning Deck Owners *Royal Exchange Shipping Co. (Ld)* Port belonging to *London*
Ditto of Poop Residence
Ditto of Raised Qr. Dk. By whom built *A. McMillan & Son* Destined Voyage *New York*
Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *Millwall Dry Dock & Afloat.*
Ditto of Forecastle Gross Tonnage *3923* (State Name of Dock)
Crew Space, as per Rule Reg. Tons as St mer, put on Bm. *2569*
Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
Shelter Deck. Classified *100 A 1*
Last Survey, No. *41607* Port *London*
REPAIRS, OR EXAMINATION AS PER RULE
Cause of Repairs to be clearly stated. Society's *Load Line* *Shelter Deck* *11, 81*
State dates of any letters respecting this case. (Insert Character precisely as in Register Book.) *23.6*

Has been placed in dry dock and the bottom examined. - Two strakes of plating on each side viz the 10th & 12th strakes up have now been doubled, that on the 12th strake for about 254 ft amidships, and on the 10th strake for about 206 feet amidships, each about 39 inches broad x $\frac{1}{8}$ in thickness for 108 feet amidships tapering thence to $\frac{13}{16}$ & $\frac{12}{16}$ at each end, fitted with Butt Straps treble riveted. - Butt Straps in the bottom below taken off where not satisfactory holes removed out and re-riveted. - Rolling Chock on port side repaired. - The Stern Tube removed and the Cement cut out of the lower after body in way of same.

The lower after plating on port side from the boss down to the keel taken off, 6 additional frames of angle iron $5\frac{1}{2} \times 3 \times \frac{1}{16}$ introduced with floors and tie plates bred out for reception

Decks	Good	Rivets	Good	Windlass and Capstan	Good
Waterways	"	Breasthooks and Stenson	"	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 Complete
Topsides	"	Ceiling	"	Cables	part seen Good
Wales	"	Rudder	"	Hawsers and Warps	Sufficient
Plank (Bottom) and Counter	"	Copper (or Y.M.) When put on		Standing & Running Rigging	"
Engine Room Skylights	Good	Cement (if Iron Ship) Cemented	Good	Cargo and Main Hatchways	Good
Coal Bunker, Openings, Lids, &c.	Good	Caulking of Bottom, Deck, & Waterways	Good	Hatches	Good
General Observations, Opinion as to Class, &c.					

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

Delayed for production of Log Book & Protest for Damage January which has not been exhibited to me

The Amount of Entry Fee ... £ - : - : - } received by me, } *4.7.8*
24/11/83 Special ... £ 5 : 5 : } 4/1 1883
Certificate (if required) } £ : 5 : }
to be sent as per margin... }
(Travelling Expenses, if any, £)
Committee's Minute
Character assigned *TRW*
THURSDAY 27 DEC 1883
100 A
Surveyor to Lloyd's Register of British and Foreign Shipping. *J. W. Miles*



43275

of stern tube, the plates repaired where required and refitted, with an additional row of rivets in lower part of sternpost & after keel, the new rivets in keel and sternpost all being turned and tightly driven in & heated only at the points for riveting.

Double frames & bulkhead liners fitted at the 11th frame from aft and a bulkhead $8\frac{1}{2} \times \frac{1}{16}$ fitted in way of same up to main deck, stiffened with angle iron $4\frac{1}{2} \times 3 \times \frac{1}{16}$ spaced 30" apart, - the after peak tank top extended further aft, made tight and tested. The broken outer plates taken off and renewed with steel, - a piece of Iron $\frac{1}{2}$ inches long fitted on top of sternpost to height of transom beam plate, dovetail keyed to post with red & white lead joint, covered with flanged fish plates riveted through the post, and to the transom plates, - five strakes of Leak Shelter deck taken up on each side, and a deck stringer plate fitted for 265 feet amidships $2 \times \frac{1}{16}$ instead of narrow one removed, - the deck in way of same refitted with a few planks new where necessary.

Four Web frames fitted on each side in way of Cabin of $8\frac{1}{2} \times \frac{1}{16}$ Built with welded ends & knees to waterways and beams, - 12 extra Stanchions & 16 Quarter Stanchions fitted, Piddley Casing increased in height and strengthened, - new iron deck at fore & after ends, fitted inside shelter bulwarks and iron deck plates fitted on beams between Comings at middle line amidships where not previously done, -

New water closet deck houses and companions of iron fitted at each end of vessel, on the shelter deck.

Two strong Hold beams fitted in Engine room same as in the Egyptian Monarch attached with stringer plates and knees to sides of ship - and pillars, - Damaged plates on port bow by collision with Mammoth Derrick, taken out and renewed where broken & others faired, Mouldings refitted in way of same, - part new frame with joint piece, Anchor stock repaired, and side light scuttles taken off in way of damage & refitted, -

Damage on Starboard Bow 10 plates taken out & one doubling plate in way of Hawse pipe, 8 plates renewed and 3 old ones made fair and replaced, part new stringer plate forward and one new frame, Mouldings taken off and refitted and the Forecastle fittings replaced with part new.

In consequence of being broken the Stern Scarphed and 12 ft at the upper part taken out and renewed, and one new Hawse pipe fitted.