

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 21 AUGUST 1885

No. *679* No. in Reg. Book *815* Survey held at *London* Date, First Survey *24th July* Last Survey *15th August* 1885

on the *SS Lydian Monarch* Master *A McMillan* Built at *Gumbarton* By whom *A McMillan* When *1881* 5

TONNAGE: NET *2546* GROSS *3916* UNDER DECK *2855* Owners *Royal Exchange S Co* Port belonging to *London*

If Surveyed Afloat or in Dry Dock *At Millwall Dry Dock* Name of Dock *At Millwall Dry Dock* Destined Voyage *New York*

Length of Poop *ft. 10* of Forecastle *ft. 10* of Raised Or. Deck *ft. 10* Moulded Depth *ft. 10* ins. *100 1/4 14 84*

Last Survey, No. *444 394* Port *Line* Classed *Load line 23 ft 6 in Shell and Keel*

REPAIRS, OR EXAMINATION AS PER RULE *Special Survey No 1, not completed*

At present placed in the dry dock and the bottom cleaned and coated, the timbers taken up, man hole doors removed and sufficient ceiling lifted on top of double bottom to ascertain its condition, examined and found good and the cement adhering firmly to the Iron. The double bottom in the Engine Room tested up to the load line or 3rd deck. The vessel being wanted to take in cargo prevented the double bottom abast and before the Engine Room getting tested and will be done the first opportunity, being entitled to go all this year on her present class - built in 1881.

The following additional repairs done by the owners. Viz an angle iron 23 feet 10 in long put on both sides of the after end of keel and rivetted through the keel from side to side, also a 3/4 plate put under lower side rivetted through both angle irons and top rivets up into the keel.

PRESENT CONDITION OF THE		Boats	
Decks	<i>Good</i>	Planks (Bottom) & Counter	<i>Good</i>
Waterways	<i>Good</i>	Rivets	<i>Good</i>
Comings	<i>Good</i>	Breasthooks & Stemson	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	Timbers of Frame at the openings	<i>Good</i>
Planksheers	<i>Good</i>	Ditto ditto at other places	<i>Good</i>
Sheerstrakes	<i>Good</i>	Keelsons	<i>Good</i>
Topsides	<i>Good</i>	Clamps & Shells	<i>Good</i>
Wales	<i>Good</i>		
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>
		Suppers	<i>Good</i>
		Cargo & Main Hatchways	<i>Good</i>
		Hatches	<i>Good</i>

General Observations, Opinion as to Class, &c. : *Chambers range & examined*

She is now in an efficient state and in our opinion eligible to remain and classed and when the double bottom abast & before the Engine Room is tested will be entitled to have SS Lon No 1, 1885 recorded in the Register Book.

Entry Fee (if chargeable) per Scale I, Sec. 27. £ *4* Office Fee (if chargeable) per Scale II, Sec. 27. £ *4* Survey Fee (if chargeable) per Scale III, Sec. 27. £ *4* Spec. Fee (if chargeable) per Scale IV, Sec. 27. £ *4* Travelling Chargeable (if any) £ *5* Second Survey (if any) £ *5*

Committee's Minute *100A* Character assigned *100A* TUESDAY 1 SEPT 1885

LONG 615-0416

45293 Lon

42 Stays $1\frac{3}{8}$ Steel put through from side to side of ship between the keel & Bop plate.

one outside butt strap on Starboardside close up and two cutts on the Portside on the keel plate & strake adjoining ditto.

Leithhouse Martindale

Wm L. Davey

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS

10 RUL. OF AN. PAGES THE NAME OF THE COMPARTMENT IS WRITTEN



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