

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

No. 46212

No. in Reg. Book. Survey held at London

Date, First Survey 1st April Last Survey 8th May 1886

215 on the "Lydian Monarch" (Cont'd) Steel S.S. Master Huggett

TONNAGE:—

NET 2595

GROSS 3987

UNDER DK. 2055

By whom A. McMillan & Co. (Linn.)

Where: s

Owners' Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Millwall, also afloat Destined Voyage New York

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 699 Port N. Yk

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE Damage sustained by fire and water at New York.

On the starboard side the following plates renewed viz: one plate of the second strake below main sheerstrake; 3 plates of the first strake below main sheerstrake; 4 plates of the main sheerstrake; 5 plates of the first strake above the main sheerstrake and one plate of doubling on the same strake; 7 plates of the third strake above main sheerstrake. The following plates on the starboard side removed, straightened, annealed & refitted viz: 23 plates in the second strake below main sheerstrake; 20 plates in the first strake below main sheerstrake; 18 plates in the main sheerstrake; 15 plates in the first strake above main sheerstrake and 17 plates in the doubling on the same strake; 22 plates in the second strake above main sheerstrake; 14 plates in the third strake above main sheerstrake, and one doubling plate in this strake over a port. For tests see report per letter of the 28th May/86.

In way of above plates, the bulwark stanchions taken down, straightened & re-riveted. Solid liners worked behind some of the frames which were slightly bent.

About 21 strakes of the shelter deck on the starboard side, renewed of teak from

PRESENT CONDITION OF THE		Planks (Bottom) & Counter		Ceiling		Boats	
Decks	good	Planks (Bottom) & Counter	good	Ceiling	good	Boats	good
Waterways	do	Planks (Bottom) & Counter	do	Rudder	do	Masts, Yards, &c.	do
Comings	do	Breasthooks & Stemson	do	Windlass & Capstan	do	Condition, how ascertained	from deck
Up'r Dk. Beams & Fastenings	do	Transoms, Pointers, & Crutches	do	Pumps	do	Sails	good
Low'r Dk. Beams & Fastenings	do	Timbers of Frame at the openings	do	Cement (if Iron Ship)	do	Anchors No. of	3 B. 15. 2 K.
Planksheers	do	Planks ditto at other places	do	Caulking of Bot'm, D'k, & Watrways	do	Cables	see remarks
Sheerstrakes	do	Keelsons	do	Copper, or T.M.	do	Hawsers & Warps	good
Topsides	do	Clamps & Straps	do	When put on	do	Standing & Running Rigging	do
Wales	do	Coal Bunker, Openings, Lids, &c.	do	Scuppers	good	Cargo & Main Hatchways	good
Engine Room Skylights	do					Hatches	do

General Observations, Opinion as to Class, &c.:

As above stated, one length of chain cable requires to be retested. In other respects this vessel is in good and efficient condition, eligible in our opinion to remain as classed, and the remaining requirements of the Rules for S.S. No. 1 having been complied with, to be marked in the Register Book S.S. No. 1.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:
Survey Fee (per Section 28)	£	6	6 0
Special Damage Fee (if any) (per Sec. 28)	£	:	:
*Certificate (if required) to be sent as per margin	£	—	5 —
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Committee's Minute

Character assigned

THURS 27 MAY 1886 Friday, 4th June, 1886.

J. H. Truscott M.L.C. & Co. Surveyor to Lloyd's Register of British & Foreign Shipping.

the jigger mast to right forward. The teak covering board renewed on the starboard side from the jigger mast to within 12 feet of the stem. The shelter deck inside the shelter bulwarks on the starboard side forward repaired. The following renewed viz: all hatches of shelter deck; the main bulwark rail fore & aft on starboard side; coal bunker hatchway & hatches to the same on starboard side. The deck on top of saloon repaired. The wood fore look out bridge at light houses renewed. Part of main bridge and of flying bridge renewed. The deck on top of after deck house repaired. 4 teak stanchions & life rail in way of fore rigging on starboard side & the same at the main. renewed. The wood air shafts on shelter deck partly renewed. One life boat & one other boat renewed. Two fore topsail yards, two main topsail yards, one topgallant yard, four derricks, fore boom, mizen boom, fore gaff, main gaff & mizen gaff renewed & mizen topmast repaired. All standing rigging from deck to truck on all four masts taken down, reserved & refitted. The starboard fore topgallant backstay renewed. All running rigging to all four masts & the greater part of blocks in connection with rigging renewed. Two boats' skids & one skid for life raft renewed. Where plates outside were removed, all glasses of side scuttles renewed. Waterway re-cemented, where cement was disturbed by removing damaged plating.

Completion of special survey N°1.

It appears from Report N°45293 of survey held in London in August 1885, that the special survey N°1 was then complied with, excepting as regards the testing of the double bottom abaft & before the engine room. Sufficient ceiling has now been removed from the top of the double bottom abaft and before the engine room, and these parts of the double bottom tested by a head of water to the height of the light water line. A few links of one length of chain cable have been renewed - but this length has not been retested at a Machine recognized by the Committee, but is promised by the Sup^t Engineer to be done on the return of the vessel from her present voyage. This vessel has also been placed in dry dock & the bottom examined.

J. H. Truscott.
Wm. C. Davey



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Foundation