

REPORT of SURVEY for REPAIRS, &c.

No. 308 Survey held at *London* Date, First Survey *3rd Oct.* Last Survey *3rd Oct.* 1887
No. in Reg. Book. *308* on the *Iron Screw Steamer* *PERSIAN MONARCH* Master *R. Bristow*
(No. of Visits *one*)

TONNAGE:— NET *2569* GROSS *3923* UNDER DK. *2855*
Built at *Glasgow* By whom *A. McMillan & Son* When *1880*
Owners *J. Wilson, London* Port belonging to *London*
Owner's Address *Full*
(if not already recorded in Appendix to Register Book.)
If Surveyed Afloat or in Dry Dock *Dry dock* Name of Dock *Killwall* Destined Voyage *New York*
Length of Poop *10* ft.: of Forecastle *10* ft.: of Raised Or. Deck *10* ft.: Moulded Depth *10* ft. ins. *10*
(if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *46867* Port *London* *S.S. No. 1, Lm. 84*
(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer ft. ins. in Winter ft. ins.
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, FOR *Condition*
This vessel has been examined in the Killwall dry dock, the bottom found in good order has been cleaned and painted. The rudder has been lifted and bushed.

PRESENT CONDITION OF THE			
Decks <i>Good</i>	Plank (Bottom) & Counter <i>Good</i>	Celling <i>Good</i>	Boats <i>7</i> <i>Good</i>
Waterways <i>✓</i>	Trunnels or Rivets <i>✓</i>	Rudder <i>✓</i>	Masts, Yards, &c. <i>✓</i>
Comings <i>✓</i>	Breasthooks and Stemson <i>✓</i>	Windlass & Capstan <i>✓</i>	Condition, how ascertained <i>from deck</i>
Up'r Dk. Beams & Fastenings <i>✓</i>	Transoms, Pointers, & Crutches <i>✓</i>	Pumps <i>✓</i>	Sails <i>Good</i>
Low'r Dk. Beams & Fastenings <i>✓</i>	Timbers of Frame at the openings <i>✓</i>	Cement (if Iron Ship) <i>✓</i>	Anchors No. of <i>3 B, 1 S, 2 K</i>
Planksheers <i>✓</i>	Ditto ditto at other places <i>✓</i>	Caulking of Stern, D'k, & Wat'rways <i>✓</i>	Cables <i>Good</i>
Sheerstrakes <i>✓</i>	Keelsons <i>✓</i>	Copper, or Y.M. (State if on Fell.) <i>✓</i>	Hawsers & Warps <i>✓</i>
Topsides <i>✓</i>	Clamps & Shelves <i>✓</i>	When put on <i>✓</i>	Standing & Running Rigging <i>✓</i>
Wales <i>✓</i>			Hatches <i>✓</i>
Engine Room Skylights <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.:
This Vessel, so far as seen, is in a sound and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :
Office Fee (if chargeable) per Scale II., Sec. 27... £ : :
Survey Fee (per Section 28) £ : :
Damage, Fee (if any) (per Sec. 28) £ : :
(required) to be sent as per margin £ : :
Fees received by me, 188
Fees (if chargeable) £ : :
F's Fee (if any) £ : :
F's Minute
F's assigned

Chas. H. Jordan
Surveyor to Lloyd's Register of British & Foreign Shipping.

FRIDAY 28 OCT 1887