

REPORT of SURVEY for REPAIRS, &c.

No. *460* Date of Writing Report *10th Nov^r 1890* Port of *London* Received in London Office, *MON 17 NOV 1890*
 No. in Survey held at *London* Date, First Survey *7th Oct^r* Last Survey *1st Nov^r 1890*
 Reg. Book. (No. of Visits *9*)

460 on the *Iron Ship "Persian Empire"* Master *C. Hay 89-89*
 TONNAGE:— Built at *West Hartlepool* By whom *Pile, Spence & Co* When *1865* MONTH *9th*
 NET *1532* Owners *G. Duncan & Co* Port belonging to *London*
 GROSS *1532* Owner's Address
 UNDER DK. *1457* (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *in Dry Dock* Name of Dock *Poplar* Destined Voyage *New Zealand*

Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *11, 89.*
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *50103* Port *Lon* Classified *L.L. Lon. N^o 3-978*
L.L. Lon. N^o 2-87 Character in Register Book. *† A. 1.*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. 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 *Part special survey N^o 3.*

In accordance with the amended Rule for second special survey N^o 3, this vessel has been placed in dry dock and the bottom outside examined from the keel to the height of the main sheerstrake inclusive, and found to be free from oxidation. The hold also examined from the top of the close ceiling to the height of the upper deck, also free from oxidation - the frames however in the lower hold have not been examined. The shell plating has now been drilled from the top of the close ceiling to the sheerstrake inclusive - the number of holes on each side being equal to the number of strakes of plating not covered with cement - as shown in the sketches on the other side - from which it will be seen that the thicknesses are the same as originally. The upper deck has been bared and examined and found to be efficient & in good condition. The poop and the forecastle decks also examined and found good. The windlass ends exposed and sufficient wood lining removed for examination - the main piece and spindles found in good condition - four iron whelps on the port side renewed. The chain cables

PRESENT CONDITION OF THE		Boats	
Decks	<i>good</i>	Blank (Bottom) & Counter	<i>good</i>
Waterways	<i>good</i>	Transoms or Rivets	<i>good</i>
Comings	<i>good</i>	Breasthooks and Stemson	<i>not exam^d</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 opening	<i>good</i>
Planksheers	<i>good</i>	Ditto ditto at other places	<i>not exam^d</i>
Sheerstrakes	<i>good</i>	Keelsons	<i>good</i>
Topsides	<i>good</i>	Champs & Shells	
Wales	<i>good</i>	Engine Room Skylights	
Engine Room Skylights		Coal Bunker, Openings, Lids, &c.	
Coal Bunker, Openings, Lids, &c.		Scuppers	<i>good</i>
Scuppers	<i>good</i>	Cargo & Main Hatchways	<i>good</i>
Cargo & Main Hatchways	<i>good</i>	Hatches	<i>good</i>

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

This vessel is in good and efficient condition, eligible in my opinion to remain as classed, and to have record of survey *11, 90* - and when the remainder of the second special survey N^o 3, as above described, has been complied with, to be marked in the Register Book "S.S. N^o 3". The freeboard marking requires to be verified.

Entry Fee (if chargeable) per Scale I, Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II, Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	2	0
Special on 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) <i>per Maker</i>	£	0	10

Fees applied for, *17. 11* 1890
 Received by me, *17. 11* 1890
62P

Committee's Minute
 Character assigned

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



57299 + 20

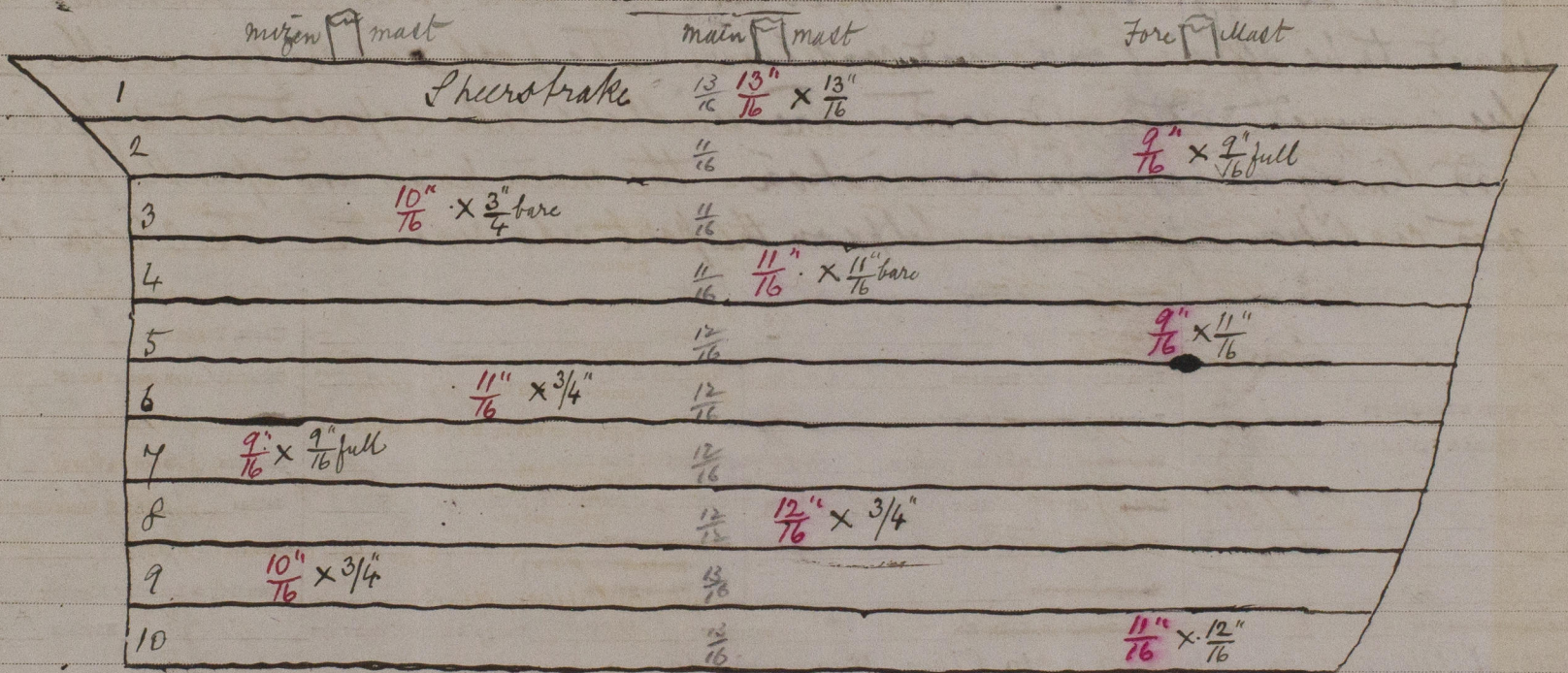
ranged and examined - 285 fathoms in good condition viz: 15 fathoms in excess of the Rules. The masts and spars examined, but the mast wedges will not be removed till the return from the voyage. The fore upper topsail yard repaired and the fore topmast bresolopress renewed.

To complete the second special survey - 1-3 the following is required to be done viz: the plating & frames above the height of the upper deck to be examined and lining to be removed in way of side lights (if any). The frames in lower hold to be cleaned and examined. All the close ceiling in the hold and in peaks to be removed. Oxidation to be removed and the peaks and the lower part of hold to be examined. The mast wedges to be removed.

This vessel has now been remeasured for freeboard - and a freeboard has been assigned & was marked on vessel's sides just before vessel left London - but on my last visit, it was not practicable to verify the marking.
J. H. Truscott

Sketches showing where shell plating has been drilled
Thicknesses in red are original thicknesses
Do in black are present. Do

Starboard Side



Port Side

