

# REPORT of SURVEY for REPAIRS, &c.

No. *51908* Date of Writing Report *22<sup>nd</sup> May* 18*91* Port of *London* Received in London Office, *SAT 23 MAY*  
No. in Reg. Book. Survey held at *London* Date, First Survey *27<sup>th</sup> April* Last Survey *22<sup>nd</sup> May* 18*91*  
(No. of Visits )  
*457* on the *Iron* Sailing Ship *PERSIAN* Master *M. H. Bowden*

TONNAGE: NET *1387* GROSS *1452* UNDER DEK. *1324*  
Built at *Greenock* By whom *Scott & Co.* When *1878* 5  
Owners *A. Mackay & Co.* Port belonging to *London*  
Owners' Address (if not already recorded in Appendix to Register Book.)  
If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Victoria Patern* Destined Voyage *California*  
Length of Poop ft.: of Forecastle ft.: of Raised Qr. Deck ft.: Moulded Depth ft. ins.  
(if these particulars are not yet recorded in the Register Book.)  
Classed *+100 A1*  
Last Survey, No. *32000* Port *London* *S. S. No. 2 Liv. 87.*

(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.  
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. ) in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Completion of S. S. No. 3*  
This Vessel has been examined on the *Victoria Patern*, and afloat in the *East India Dock* for the purpose of completing the *S. S. No. 3* in accordance with the *Liverpool Report 35615, 4/6/90.*  
The bottom of the Vessel found in good order has been cleaned and painted. The shell plating has been drilled amidships and the thicknesses ascertained are as follow:-

	S. side	P. side	
Sheer Strake	13/16 12/16		
First strake below		10/16 & 3/64 19/16	Thickness in Red as recorded in First Entry Report.
Second	11/16 19/16		
Third		11/16 19/16	
Fourth	11/16 19/16		
Fifth		13/16 11/16	

The sides of the Vessel between the light and load water lines have been treated and painted.  
All the close ceiling has been removed from the hold, the cement examined and found in good order, all oxidation beaten off the floors, Keelsons, stringers &c. and afterwards coated with cement wash.  
The ceiling relaid and made good where required. The sides of the hold have been sealed and painted. Two of the hold pillars and two of the

PRESENT CONDITION OF THE	Planks (Bottom) & Counter	Ceiling	Boats
Decks	Good	Good	4
Waterways	Good	Good	Masts, Yards, &c.
Comings	Good	Good	Condition, how ascertained
Up'r Dk. Beams & Fastenings	Good	Good	Sails
Low'r Dk. Beams & Fastenings	Good	Good	Anchors No. of
Planksheers	Good	Good	Cables
Sheerstrakes	Good	Good	Hawsers & Warps
Top-sides	Good	Good	Standing & Running Rigging
Wales	Good	Good	
Room Skylights	Good	Good	
Coal Bunker, Openings, Lids, &c	Good	Good	
Scuppers	Good	Good	
Cargo & Main Hatchways	Good	Good	
Hatches	Good	Good	

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

The Vessel when now seen is in good and efficient condition, and eligible in our opinion to remain as classed, and to have record of *S. S. No. 3. Liv. 5, 91*

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

Fees applied for, *28/5/91*  
Received by me, *3/6 1891*

Committee's Minute *TUES. 23 MAY 1891*  
Character assigned *100 A1*  
*Comp No 3*  
*S. S. No 3 - 5/91*  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
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LON 693 - 0087



51908 Lon

twelve deck pillars round the main hatchway have been removed, straightened and replaced.

The main deck has been recalculated when required, and five short planks on the port side of the main hatchway replaced by new long planks.

She pins to five of the dead eyes to main rigging on starboard side, and two to three on the port side, together with one to the fore rigging on the port side have been renewed.

Chas. H. Jordan  
Edward Jno Turner



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