

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

No. in Reg. Book. *Survey held at London* Date, First Survey *1st April* Last Survey *8th May 1886*
815. on the *Steel Screw Steamer "Lydian Monarch."* Master *Huggett.*

TONNAGE:— NET *2595* Built at *Dumbarton* By whom *A. McMillan & Co.* When *1881* MONTH *5th*
 GROSS *3984* Owners *Royal Exchange Ship Co. (Lim.)* Port belonging to *London.*
 UNDER DEK. *2855* Owners' Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock In 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.)

Classed

Last Survey, No. Port

(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

Damage sustained by fire and water at New York

This vessel was lying alongside the quay at New York when a fire broke out in the sheds, and was communicated to the ship, burning the deck, rigging spars, boats &c. as will be seen by the following report. The flames also played on the starboard side of the ship, and as she could not be removed, being on the ground, the plates became very much heated. Water was played over the burning deck, passed over the side, and caused damage. When the vessel floated, she was drawn astern, and the engines were directed on to the side of the vessel. The heating and cooling of the plates caused buckling to take place between the frames in six courses of plating. Two plates amidships broke - one of which was renewed, and the other had a covering plate temporarily riveted over it, in order that she might proceed to the United Kingdom. A few cracks also in the upper strake had short covering pieces temporarily worked over the same. She sailed from New York on the 17th March. On the 19th March a report was heard and on examination of the

PRESENT CONDITION OF THE		Plating		Boats	
Decks	<i>good</i>	Blank (Bottom) & Counter	<i>good</i>	Ceiling	<i>good</i>
Waterways	<i>Do</i>	Transverse or Rivets	<i>Do</i>	Rudder	<i>Do</i>
Gomings	<i>Do</i>	Breasthooks & Stemson	<i>Do</i>	Windlass & Capstan	<i>Do</i>
Up'r Dk. Beams & Fastenings	<i>Do</i>	Transoms, Fenders, & Crutches	<i>Do</i>	Pumps	<i>Do</i>
Low'r Dk. Beams & Fastenings	<i>Do</i>	Timbers of Frame at the openings	<i>Do</i>	Cement (If Iron Ship)	<i>Do</i>
Plank sheers	<i>Do</i>	ditto ditto at other places	<i>Do</i>	Caulking of Bot'm, D'k, & Watrways	<i>Do</i>
Sheerstrakes	<i>Do</i>	Keelsons	<i>Do</i>	Copper, or Y.M. (State if on Pett.) When put on	
Topsides	<i>Do</i>	Clamps & Shells			
Wales	<i>Do</i>				
Engine Room Skylights	<i>Do</i>	Coal Bunker, Openings, Lids, &c.	<i>Do</i>	Scuppers	<i>good</i>
				Cargo & Main Hatchways	<i>good</i>
				Hatches	<i>Do</i>

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.L. No. 1 having been complied with, to be marked in the Register Book "S.L. 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	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

received by me, 188

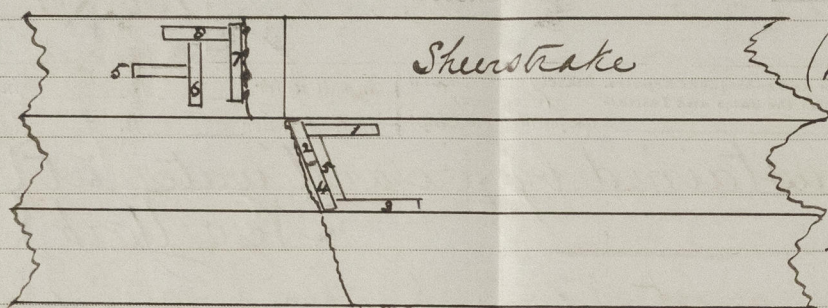
J. H. Truscott Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

THURS 27 MAY 1886

vessel, the sheerstrake and two plates below were found broken as marked on accompanying sketch. And on the 20th March another report was heard, and one plate of the doubling on lower part of shelter deck side plating was found broken, and the butt of sheerstrake underneath it, open, and the strake below the sheerstrake broken down about 3" below the lap of plating. Other plates were also found broken as will be seen on the accompanying sketch. Of these broken plates tests have been made



The first piece tested was (No 7) sheerstrake plate cut close to the fracture, across the plate. This piece broke at 25 tons per in with no elongation, owing to a flaw in the piece - this piece was unannealed

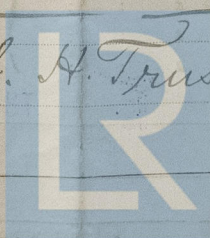
The second piece tested was (No 8) ^{test} annealed, tensile strain 30.6 tons per in elongation 25.6 % - 3rd piece (No 6) annealed, - tensile strain 30 tons per in, with an elongation 26.75 % - 4th piece (No 5) annealed tensile strain 30.54 tons per in elongation 29.6 %.

We then subjected the broken plate next below the sheerstrake to tests cut as marked above. - (No 1) annealed, tensile strain 30.58 tons per in elongation 26 % - (No 2) annealed - tensile strain 30.5 tons per in elongation 26 % - (No 3) unannealed - tensile strain 30.66 tons per in elongation 25.5 % - (No 4) unannealed, tensile strain 30.75 tons per in elongation 25.5 % - (No 5) unannealed tensile strain 30.25 tons per in elongation 31 %.

The temper tests and likewise cold tests have also proved satisfactory - All the plates which have been removed and replaced have been annealed - thereby in our opinion disposing of any doubt which may have otherwise arisen as to their efficiency

Some curious matters developed themselves during the removal of the buckled plates - In the thin (6/16") plating of the shelter deck, 3 plates, 6 D, 12 D, & 14 D, were found broken under the butt straps of the thick doubling strake, and two plates of the sheerstrake 13 C & 18 C were discovered to be broken as shown on the sketch, while being unwrinkled - no sign of a fracture being seen before the unwrinking commenced

M. B. Davey
J. H. Truscott.



Lloyd's Register
Foundation