

20 FEB 1946

H. & Gm.

No. 123712

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th FEB. 1946 When handed in at Local Office 1946

Port of LIVERPOOL.

No. in Survey held at LIVERPOOL

Date, First Survey 16th Jan 1946 Last Survey 9th FEBRUARY 1946

Reg. Book.

(No. of Visits 4)

on the Wood, Iron or Steel

M.V. MONKAY (EX EMPIRE RAWLINSON)

TONNAGE :-

Built at PORT GLASGOW By whom LITHGOWS LO.

YEAR. MONTH. 1944 11

GROSS 9912

Owners. FRENCH. GOVERNMENT.

Owners' Address

UNDER DK 810

Managers. MESSAGERIES MARITIMES.

(If not already recorded in Appendix to Register Book)

NET 7003

Port belonging to DUNKERQUE.

Surveyed Afloat or in Dry Dock? BOTH

Name of Dock GLADSTONE & LANGTON.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Cell DBorDBa feet; uE & B. feet; f. feet

total capacity tons. PPT tons; APT tons; MT feet tons.

Only alterations in the existing records of tanks should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 4843 Port 308 LIV

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete the Surveys should be summarised. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined.

not required.

Was a damage report made by anyone else? if so, by whom?

not known

Society's Freeboard (if assigned) as painted on Ship and now verified 13 ft. 1 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING. A ANNUAL FREEBOARD SURVEY. W.T. REPAIRS.

VESSEL RENAMED & OWNERSHIP CHANGED. S.R. LIST.

DOCKING—Vessel placed in drydock, shell plating & rudder cleaned examined & recoated. General examination made of decks, casings, vents, hatchways and closing appliances, steering gear and windlass and same found or placed in good order. Propeller, sea valves & fastenings examined. Wear down 7/32" Bell. Anchors & cables ranged & exam'd & chain locker examined internally.

ANNUAL FREEBOARD SURVEY held at this time, renewed 30 wood hatch covers and verified freeboard. Report CII(a) completed, and load line certificate and certified copy endorsed.

SUMMARY OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place								

PRESENT CONDITION OF THE									
Decks	Good.	Bulkheads	not exam'd	Engine Room Skylights	Good.	Copper, or Y.M.			
Caulking of Decks	- do -	Ceiling	- do -	Coal Bunkers, Openings, Covers, &c.	- do -	(State if on Feet)			
Coamings	- do -	Cement or Asphalt	- do -	Oil Bunkers	not exam'd.	When fitted, Month		Year	
Beams & Fastenings	Part ex'd. Good.	Rudder	Good	Scuppers	Good.	Boats	Good.		
Outside Plating	As rpt'd. Good.	Steering gear and its connections	- do -	Cargo Hatchways	- do -	Masts, &c.	- do -		
" " in way of sidelights	not exam'd	Windlass	- do -	Hatches	- do -	Condition, how ascertained	From dk		
Frames	part ex'd. eff'd & Good.	Have pumps been examined and found efficient?	not exam'd.	Planking		(State if wedges removed.)	none.		
Reverse Frames	not exam'd	Have Stulce Valves been examined and found efficient?	not exam'd.	Caulking		Equipment letter	et		
Longitudinals	- do -	Have Watertight Doors been examined and found efficient?	not exam'd.	Treenails		Anchors, No. of	2-1		
Transverses	- do -	Have Ventilators and their Coamings been examined and found efficient?	yes	Breasthooks & Stemson		Cables (State if now ranged)	yes.		
Floors	- do -	Air and Sounding Pipes	not exam'd.	Transoms, Pointers & Crutches		" length	240	mean diam.	2 9/16"
Keelsons	- do -	Doubling Plates under Sounding Pipes	- do -	Timbers of Frame at openings		" Rule length	300	size	2 9/16"
Stringers	- do -			" " at other places		Chain Locker			
Inner Bottom Plating	- do -			Stringers, Clamps & Shelves		Hawsers & Warps	Sufficient		
Have the Tanks been examined internally?	ex'd.			Sailing		Standing and Running Rigging	Efficient		
Have the Tanks been tested?	No.			(State if examined.)		Sails	none.		

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example :- "to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,38," or "to remain as classed and to have record of survey, 1,38, and the notations of ss No. 1-38."

This vessel so far as now seen is in an efficient condition and eligible in my opinion to remain as classed with fresh record of Survey 2, 46 subject to H12 (SSF) (indented) etc to be dealt with at Owners convenience and to stern frame rudder post at top (EW 1.46) to be specially examined at the next drydocking, and to compliance with the outstanding recommendations previously made by the Society's Surveyors.

Survey Fee (per Section 29)	£			Fees applied for, 14 FEB 1946
Special Damage or Repair Fee (if any) (per Sec. 29)	£	5	5	0
Travelling Expenses (if chargeable)	£			
Second Surveyor's Fee (if any)	£			

LICENCE ONE Committee's Minute

Character Assigned

2.46 LIV

Subject

19 FEB 1946

Thos Roberts: Cur Reed Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

007282-007230-0045

DAMAGE - cause not stated.

Found H 12 (SSF) (abreast Engine Room) indented between 2 frames.

one frame ^{N:65} slightly buckled on shell flange.

Shell caulking & riveting found efficient.

It is recommended that permanent repairs be effected at the Owners cost.

W. T. REPAIRS.

Slight fracture approx 4" long found ^{on port side} at edge of fillet weld at top of stern frame rudder post. Fracture extended for about 3" on back of post. On the starb side a very slight fracture of a similar character was found.

Fractures were cut out at about a depth of $\frac{3}{4}$ " and post afterwards welded up.

It is recommended that the stern frame rudder post at top (EW 1.46) be specially examined at the next drydocking.

Minor welding effected to plug welds of muder plate (ps).

One section of rudder stream line plate below upper gudgeon found missing now renewed.

Minor caulking effected to shell seam & laps in way of A & B strakes for
lower scarp of after buttlap to A3 (PSC) caulked & welded.

Upper edge of stem plate (B. strake) (P.S.) close to stem caulked & welded for approx. 9"
balked a few scattered odd shell rivets forward and abreast of
fore peak tank P.S. About 6 rivets ring welded SS in way of F.P. Tank.
Renewed 26 wood hatch covers at second deck.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower														If Patent state name of Patentee.		
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

CHANGE OF OWNERSHIP & RENAMING OF VESSEL

Ownership of vessel transferred to the French Government and vessel managed by the Messageries Maritimes.

Vessel renamed "Monkey" and port of Registry changed to "Dunkergue".

Freeboard marks verified & Report C12(3) completed. Lettering of

freeboard marks altered to French requirements and new
load line certificates issued.

S.R. List. Bower anchor & 60 fms cable not supplied nor cargo battens fitted.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN