

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18. When handed in at Local Office 18. Port of Glasgow

No. in Survey held at Ardrrossan. Date, First Survey 22nd Jan^y 95 Last Survey 7th March 1895
Reg. Book. 58 on the Wood, Iron Steel Screw Steamer "Danish Monarch" Master Higham Richardson & Co.

TONNAGE: Built at Newcastle By whom Higham Richardson & Co. When 1878
GROSS 1338 Owners Brosby, Magee & Co. Port belonging to London
UNDER DK. 1116 Owners' Address as recorded.
NET 867 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? afloat Name of Dock Ardrrossan Harbour Destined Voyage

WB=DBa 52 tons; f 2 tons; u&B 2 tons; Cell DB 2 tons;
FPT 2 tons; APT 2 tons; MT 2 tons.

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

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100-A-1</u>	<u>8-94</u>	<u>L.M.C. 5-91</u>
<u>S.S. Hpl No 3-591</u>	<u>8-94</u>	<u>B.S. 4-94</u>

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 4 1/2 ins.

Last Survey, No. 30570 Port hwc

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR completion of S.S. No. 1.

Holds, peaks, and chain lockers, cleared, the whole of the close ceiling in the fore hold, and on top of double bottom ballast tank in after hold, removed; and an examination made of shell plating, frames, floors, reversed frames, keelsons and stringers, in holds, peaks, under engines and boilers, and throughout tween decks, the whole being found in good condition. The cement where found broken or defective, has been renewed. The after peak tank, tested and found satisfactory.

The side bunkers, cleared and examined; the plating, frames, reversed frames and stringers, found in good condition; the plating of flat under side-tween deck bunker, over port side of engine room, has been renewed, and all defective diagonal stays in side bunkers made good.

The double bottom ballast tank, in after hold, cleaned and examined internally and found in good condition, tank afterwards tested, with satisfactory results.

SUMMARY OF DAMAGE REPAIRS: — ☒ Plates, Fair'd or Repaired; ☒ Frames, ditto. ☒ Plates, Renewed; ☒ Frames, ditto. Other Repairs ☒

PRESENT CONDITION OF THE

Decks <u>good</u>	Transoms, Pointers & Crutches <u>good</u>	Copper, or Y.M. <input checked="" type="checkbox"/>	Hatches <u>good</u>
Waterways <u>—</u>	Timbers of Frame at the openings <u>—</u>	(State if on felt.)	Boats <u>—</u>
Coamings <u>—</u>	Ditto ditto at other places <u>—</u>	When put on, Month — Year —	Masts, Yards, &c. <u>—</u>
Up'r Dk. Beams & Fastenings <u>—</u>	Keelsons <u>—</u>	Rudder <u>good</u>	Condition, how ascertained <u>aloft</u>
Low'r Dk. Beams & Fastenings <u>—</u>	Clamps, Shells & Stringers <u>—</u>	Windlass & Capstan <u>—</u>	Sails <u>good</u>
Plating <u>—</u>	Gutting (State if examined.) <u>—</u>	Pumps <u>—</u>	Equipment letter <u>—</u>
Blanking <u>—</u>	Ceiling <u>—</u>	Engine Room Skylights <u>—</u>	Anchors, No. of <u>3 B. 1 S. 1 K.</u>
Unseasoned Rivets <u>—</u>	Cement or Asphalt (State which.) <u>(cement)</u>	Coal Bunker, Open'gs, Lids, &c. <u>—</u>	Cables (State if now ranged) <u>yes</u>
Breasthooks & Stems <u>—</u>	Tanks (State if now tested.) <u>3344 APT</u>	Scuppers <u>—</u>	length <u>270</u> size <u>1 9/16</u>
	Caulking of Bot'm, D'k, & Wat'r'ys <u>—</u>	Cargo & Main H'teh'ys <u>—</u>	Rule length <u>240</u> size <u>1 10/16</u>
			Hawsers & Warps <u>good</u>
			Standing & Running Rigging <u>—</u>

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 now classed in the Register Book without fresh record of Survey;" "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good and efficient condition, and eligible in my opinion, on deletion of M.T. (as above underlined) to remain as classed, with record of survey And. 3-95, and notation S.S. Gls. No. 1-3,95.

Office Fee (if chargeable) per Sec. 11, Sec. 27 £

Survey Fee (per Section 25) £

Special Damage or Repair Fee (if any) (per Sec. 25.) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Is Certificate now required? yes

Committee's Minute

Character assigned

Fees applied for,

14/3/95

Received by me,

24/3/95

26.8.95

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

S.S. "Danish Monarch"

The deep water ballast tank, at after end of fore hold, cleared and cleaned, and close ceiling removed. Shell plating, frames, reversed frames, floors, keelsons & stringers, found in good condition. Upper surface of tank crown, sealed, cleaned and coated, and all broken or defective cement, inside of tank made good.

The owners having decided to dispense with this tank, as a water ballast tank, all flooding arrangements have been removed, and blank flanges, fitted, and limber holes cut in bulkhead at fore end of tank, and also in middle line divisional bulkhead, to allow passage of bilge water from fore hold to bilge suction, which has now been fitted on the fore side of boiler room bulkhead.

Cables were ranged and examined and found in accord with rule requirements. viz. 270 faths. of $1\frac{9}{16}$ " stud link chain.

The masts and rigging were examined, and found in good condition.

Freeboard checked and found correct.

D. J. J.