

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 12th Feb 1896 When handed in at Local Office 12th Feb 1896 Port of Glasgow
 No. in Reg. Book 789 Survey held at Ayr Date, First Survey 11th Feb Last Survey 11th Feb 1896
on the Wood, Iron or Steel Sc Sr Monarch (No. of Visits 1) Master J. Wilson

TONNAGE:— Built at Belfast By whom McIlwaine Lewis & Co When 1884 YEAR. MONTH. 12
 GROSS 314 Owners A. King Port belonging to Belfast
 UNDER DE. 264 Owners' Address
 NET 11.5 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? On the Name of Dock Knights Ship Destined Voyage Belfast
 WB=Cell DBor DBa tons; uE&B tons; f tons; }
 FPT 14 tons; APT 18 tons; MT tons.

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

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 4542 Port Bel

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100A-1-A1-1</u>	<u>1-93</u>	<u>1-93</u>
<u>5-3. Bel 1. 2. 93</u>	<u>2-95</u>	<u>2-95</u>
<u>2-3 Sawey 1-93</u>	<u>9-95</u>	<u>9-95</u>
<u>9-95</u>		<u>Could not be checked.</u>

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Vessel being on Slip.

On visiting Ayr to examine other vessels found this vessel on Slip but about to be floated again, and on inquiry with the Master found that at midnight of the 5th inst when just a little before last of Alsea Craig the tail end shaft and stern tube were carried away, the weather at the time was stated to have been fine and he could only account for the accident by striking some floating wreckage, 3 blades of the propeller were also damaged but slightly. Made what examination was possible in the time and observed that the outer edge of gear? Strake on each side showed the vessel to be set up about 1" on each side amidships; tail end shaft broken and tube made tight by means of a bolted on Cap plate over same with a view of towing vessel to Belfast for repair by Messrs. Hookman & Clarke.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed ...						
Faired or Repaired ...	✓	✓	✓	✓	✓	✓

PRESENT CONDITION OF THE	Timbers of Frame at the openings	Rudder.	Hatches.
Decks <u>Good</u>	Ditto ditto at other places <u>Good</u>	Windlass & Capstan	Boats <u>2nd</u>
Waterways	Keelsons <u>not be</u>	Pumps	Masts, Yards, &c. <u>do</u>
Coamings <u>do</u>	Clamps, Shelves & Stringers <u>examined</u>	Sluice Valves	Condition, how ascertained <u>from deck</u>
Up'r Dk. Beams & Fastenings <u>do</u>	Salting (State if examined.) <u>not</u>	Watertight Doors <u>do</u>	Sails <u>not examined</u>
Low'r Dk. Beams & Fastenings	Ceiling <u>not</u>	Dbing. Plates under Sounding Pipes	Equipment letter <u>do</u>
Plating <u>examined</u>	Cement or Asphalt (State which.) <u>examined</u>	Engine Room Skylights	Anchors, No. of <u>do</u>
Planking <u>examined</u>	Tanks (State if now tested.) <u>at</u>	Coal Bunker, Open'gs, Lids, &c.	Cables (State if now ranged.) <u>do</u>
Trunnels or Rivets <u>at</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>Belfast</u>	Scuppers	" length " size
Breasthooks & Stemson <u>Belfast</u>	Copper, or Y.M. (State if on felt.) <u>Belfast</u>	Cargo & Main H'tch'w'ys	" Rule length " size
Transoms, Pointers, & Crutches	When put on, Month Year		Hawsers & Warps <u>do</u>
			Standing & Running Rigging <u>do</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 ptnd 91, &c."

It is submitted that this report be forwarded to the Society's Surveyor at Belfast for his information with a view to the vessel being further reported on.

Office Fee (if chargeable) per Scale II, Sec. 27	£		Fees applied for,
Survey Fee (per Section 29)	£		18
Special Damage or Repair Fee (if any) (per Sec. 28.)	£		Received by me,
Travelling Expenses (if chargeable)	£		18
Second Surveyor's Fee (if any)	£		

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

Committee's Minute

FRI, FEB 14 1896

FRI, MAR 13 1896

Character assigned

Deferred for White Bel repairs

Rpt sent 14/2/96