

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20 JUL 1900

Port of Newcastle-on-Tyne

No. in Survey held at South Shields

Date, First Survey May 18 Last Survey July 18 - 1899

Reg. Book. 485 on the Wood, Iron or Steel

S/S Monarch

(No. of Vessels) 22

Master Smidgen

TONNAGE:

Built at Newcastle

By whom Wigham Richardson & Co.

YEAR 1878

MONTH 6

GROSS 1318

Owners Atlas Dampskibet Monarch

Port belonging to Christiania

UNDER DEK 1087

Owners' Address

(If not already recorded in Appendix to Register Book.)

NET 813

Surveyed Afloat or in Dry Dock? Yes

Name of Dock Morrell's

Destined Voyage

WB=CellDBorDBa

feet; uE&B

feet; f

feet; f

total capacity

tons. FPT

tons; APT

tons; MT

feet tons.

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

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 Report, No. 38926 Port Two

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.

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).
+100A1.		M.S. 5-99
9.98		M.S. 9.99
SS. 4th Nov. 3. 5-91		+L.M.C.
SS. 2nd Nov. 1. 95		

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

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey 2nd No 3.

Vessel placed in dry dock. Bottom, Keel, Stem frame, Knacker examined & found satisfactory and same cleaned and coated. Holds, plates and bunkers cleared and examined, all close ceiling lifted, also spar ceiling fore and aft and rivets, plates of Keel and flat of bottom examined. The whole of the frames, stringers, hooks, floor plates, keelsons, Engine & boiler bracing ends of beams, watertight bulkheads, rivets and inner surface of plating examined and all the above mentioned parts sealed and coated, outside shell plating examined and cleaned and engine and boiler space examined, boiler being removed for unwinning and same sealed and coated. Plating in way of side lights examined & cleaned & coated. Ammunition examined all fore and aft and

SUMMARY OF DAMAGE REPAIRS:—

	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Retained								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE

	Stringers	Engine Room Skylights	Boats
Decks	Good	Good	Good
Caulking of Decks	"	"	"
Waterways	"	"	"
Coamings	"	"	"
Beams & Fastenings	"	"	"
Outside Plating	"	"	"
Caulking of ditto	"	"	"
Rivets	"	"	"
Breasthooks & Crutches	"	"	"
Transoms	"	"	"
Frames	"	"	"
Reverse Frames	"	"	"
Floors	"	"	"
Keelsons	"	"	"
	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
	State if Tanks now tested	Scuppers	Condition, how ascertained
	Bulkheads	Cargo Hatchways	(State if wedges removed)
	Ceiling	Hatches	Sails
	Cement or Asphalt (State which.)	Planking of Wood Vessels	Equipment letter
	Rudder	Treenails	Anchors, No. of
	Windlass	Breasthooks & Stemson	Cables (State if now ranged)
	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches	" length
	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings	" Rule length
	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places	" (on board)
	Dblg. Plates under Sounding Pipes	Stringers, Clamps & Shells	" Rule length
		Salting (State if examined.)	" (per Table 22)
		Copper, or Y.M. (State if on Feet.)	Hawsers & Warps
		When put on, Month	Standing & Running Rigging

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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and ptnd 98, &c."

This vessel is now in good and efficient condition and eligible in our opinion to remain as classed to have record of survey 7-00 and the notation of SS. Shl. 2nd No 3. 7. 00.

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 22)

Special Damage or Repair Fee (if any) (per Sec. 23.)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

25 JUL 1900

Received by me,

13.9.00

14.9.00

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

Committee's Minute

THURS. 14 AUG 1900

Character assigned

100A1

S.S. 2nd No 3. 7. 00

+L.M.C. 7.00

+R.B. 7.00



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Lloyd's Register Foundation

NWLC 872-0011 1/3

Port of *Newcastle-on-Tyne* Continuation of Report No. 40318 dated 20 JUL 1900 on theS/S "Monarch"

unweld when necessary. Ballast tanks examined and examined internally and same tested and found satisfactory. Spar and close coiling ulaid with part new. After peak tank examined internally and same tested as per rule and found satisfactory. Chain cables ranged and masts and spars examined. Mast wedges being removed. Decks examined and pumps, sluice valves, water light doors, steering gear and general equipment overhauled and put in good order. Steel plating of vessel drilled in three places on each side and thickness of same shown on plan attached.

Repairs:- One strake of plating in way of bunkers on each side doubled for a length of about 62 feet and one strake in way of bunkers on each side doubled for a length of about 24 feet as compensation for wasting in way of bunkers which was found to be local.

Super ballast tank in main hold now cut away and as compensation two bulk beams fitted; with double angle bars $4\frac{1}{2} \times 3 \times \frac{1}{2}$ and bulb $9 \times \frac{1}{2}$ and rider plate $7\frac{1}{2} \times \frac{1}{2}$. Runners fitted from beams to ship's side and large brackets from beams to stringer plates. Double angle bars fitted to edge of stringer plate with facing plate on bars. Rider plate fitted to centre line Keelson $14\frac{1}{2} \times \frac{3}{4}$ for full length of tank, and tank end plates where cut fitted with double angle bars to form a web frame on each side. Four pillars fitted in way of old tank from Keelson to deck.

In stockhold bulkhead thirteen plates and three angle iron stiffeners cut out and renewed. Twelve defective reverse bars on floors in boiler space cut out and renewed and eight fitted with facing plates. Seven internal plates and tees on Port side and eight on Starboard side in boiler space cut out and renewed and main and donkey boiler flating and firebars renewed. The whole of the bunker sides in way of boiler cut out & renewed being defective. Coal shoot also renewed entire. Two side Keelsons in boiler space on Port side and two on Starboard side cut out and renewed, and fitted with angle bars $5 \times 4 \times \frac{1}{8}$. In boiler space on Starboard side in way of bunkers ten web frames cut out and renewed and ten also renewed on Port side. Six runner frames on Port side and eight on Starboard side fitted with facing plates and bulb bar on lower stringer on both sides renewed.

On fore deck Port side eleven deck plates renewed and nine on Starboard side, and on after deck, Starboard side nine plates renewed and thirteen on Port side.

Combings of boiler space casing and part casing sides and the

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Whole of the fidley top cut out and unweird and four large beam brackets in after hold cut away & unweird.

Wood deck on forecath unweird and a new windlass supplied and fitted on forecath in lieu of old one underneath forecath. Forecath deck strengthened with two butt beams and brackets to ships side and sides plates on beams and six pillars fitted from main deck beams to forecath deck beams. Two new hawse pipes fitted and bow plates doubled in way of same. All port ladders and stanchions upaired and made good. Two derrick booms unweird and a new fore top mast stay fitted.

G. A. H. R. &
 L. P. Phillips