

Date of writing Report... 19th March 1940 When handed in at Local Office... 20th March 1940 Port of NEWCASTLE-ON-TYNE

34987 on the ~~Wood, Iron or Steel~~ Sc. "THE MONARCH"

Tonnage:—		Built at	Iron	By whom	Ailsa S.S. Co. Ltd.	When	1930	YEAR.	1	MONTH.
GROSS	884	Owners	J. Hay and Sons, Ltd.	Owners' Address	✓ (if not already recorded in Appendix to Register Book)					
UNDER DEK.	561	Managers	✓	Port belonging to	GLASGOW.					

Surveyed Afloat or in Dry Dock? *Dry Dock*. Name of Dock *Lynn Dock Engineering*. Destined Voyage *✓*

Cell D B or D B a	feet;	u E & B	feet;	f	feet	Particulars of Classification (which must be inserted <u>precisely as in Register Book & Supplements</u>)
total capacity	tons. FPT	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. 20809 Port Gmk

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

Society's Freeboard (if assigned) as painted on Ship and now verified } 4 fl. 7 1/4 ins.

Was a damage report made by anyone else? If so, by whom? *Underwriter's Surveyor*

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE AND CONDITION.

Damage stated to have been sustained through

- (1) being struck by S.S. "CARRADALE" in November, 1939, as the S.S. "The Monarch" was discharging in Dublin.
- (2) vessel bumping against quay wall, in heavy weather, as she lay at St. Heliers discharging her cargo on 6th and 7th February, 1940.

NOW DONE:- Vessel placed in dry dock, the bottom and rudder cleaned, examined, found or placed in good condition, and afterwards coated. No. 1 and No. 2 Double Bottom Tanks tested. Weather decks, casings, fidley, hatchways, etc., ventilators, steering gear, windlass and general equipment examined. Cargo holds examined generally. Annual freeboard survey held - report forwarded.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	✓	✓						[see continuation.]
Removed and Faird or Repaired	4	✓						and as per report.
Faird or Repaired in place	15	20						
PRESENT CONDITION OF THE								
Decks	Where examined, good.	Bulkheads	Where examined, good.	Engine Room Skylights.	Good.			Copper, or Y.M. (State if on Felt.)
Caulking of Decks	✓	Ceiling	✓	Coal Bunkers, Openings, Covers, &c.	✓			When fitted, Month Year.
Coamings	Good.	Cement or Asphalt	✓	Oil Bunkers	✓			Boats
Beams & Fastenings	Where examined, good.	Rudder	Good.	Scuppers	✓			Good.
Outside Plating	Good.	Steering gear and its connections	"	Cargo Hatchways	Good.			Masts, Yards, &c.
" " in way of sidelights	✓	Windlass	"	Hatches	"			Condition, how ascertained (State if wedges removed)
Frames	Where examined, good.	Have pumps been examined and found efficient?	✓	Planking	✓			Equipment letter
Reverse Frames	✓	Have Sluice Valves been examined and found efficient?	✓	Caulking	✓			Anchors, No. of
Longitudinals	✓	Have Watertight Doors been examined and found efficient?	✓	Treenails	✓			Cables (State if now ranged)
Transverses	✓	Have Ventilators and their Coamings been examined and found efficient?	✓	Breasthooks & Stemson	✓			" length (on board)
Floors	✓	Air and Sounding Pipes	Good.	Transoms, Pointers & Crutches	✓			" Rule length
Keelsons	✓	Doubling Plates under Sounding Pipes	✓	Timbers of Frame at openings	✓			Chain Locker
Stringers	✓			" " at other places	✓			Hawser
Inner Bottom Plating	Where examined, good.			Stringers, Clamps & Shelves	✓			Standing and Running Rigging
Have the Tanks been examined internally?	✓			Salting	✓			Sails
Have the Tanks been tested?	As per chart.			(State if examined.)				

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, 138," or "to remain as classed and to have record of survey, 138, and the notations of ss No. 1-38."

This vessel as now seen is in an efficient condition and eligible, in my opinion, to be continued as classed and to have record of survey 3, 40

Survey Fee (per Section 20)	£	:	:	Fees applied for,
Special Damages/Repair Fee (if any)..... (per Sec. 20)	£	4	4	21 MAR 1940
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£		19.....

Committee's Minute

Character Assigned

FBI. 5 APR 1949

1000s
Cargo bath. not filled

Surveyors to Lloyd's Register of Shipping.

W1150-0100 $\frac{1}{2}$

DAMAGE REPAIRS :-

- F' Stroke of shell, sheathstroke, No. 4 plate fixed in place.

E " " " 1st. below sheet, N^{os}. 3 and 4 plates paired in place.

"D" - - - 2nd - - - W. 3 and 4 plates failed in place.

6 frames, in way of above, fared in place.

Damage (?) On port side, plates numbered from forward.

- F Stroke of shell, she stroke (1st below R.O.D. sheep), N^{oo}. 8 and 9 plates
fired in place.

W^o. 8 plate removed, faired and refitted, and W^o. 3, 4, 5 and 9 faired in place.

"D" - - - , W^{no}. 3, 4 and 6 plates removed, faired and refitted, and
W^{no}. 5 and 8 faired in place.

W^o. 3 and 4 plates fixed in place.

24 frames, in way of shore, fared in place.

Steel rubbing plates, on "D" stool, completely removed, and faired and refitted.

Bilge keel fared as necessary.

All necessary renewals for the shore were made and afterwards replaced with part new as required, and, on completion, shell in way of repairs was hose tested and found satisfactory.

WEAR & TEAR REPAIRS :- Some minor repairs effected.

[illegible]