

# REPORT OF SURVEY FOR REPAIRS, &c.

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

No. in Reg. Book Survey held at South Shields Date, First Survey 6th. March, 1940 Last Survey 14th. March 1940 (No. of Visits 5)

3A-987 on the ~~Wood, Iron or Steel~~ SC. "THE MONARCH"

TONNAGE: Built at Iron By whom Ailsa S.S. Co. Ltd. When 1930 1  
GROSS 824 Owners J. May and Sons, Ltd. Owners' Address  
UNDER DK. 561 Managers Port belonging to GLASGOW.  
NET 405

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Lync Dock Engineering. Destined Voyage

Cell DBor DBa feet; uE&B feet; f feet  
total capacity tons. FPT tons; APT tons; MT feet tons.

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.	Machinery and Boiler Surveys (including date of N.P. if any).
100A 1 9,39.	LMC 6,38. B.S. 9,39.
S.S. TEN. No. 2-38	C.L. 8,39
large hatches not fitted.	

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 Gpk

(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

Not required.

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

Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 7/8 ins.

## 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 2 Double Bottom Tanks tested. Weather decks, casings, fidley, hatchways, etc., ventilators, steering gear, windlass and general equipment examined. Large 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 — [see continuation.]
Renewed	✓	✓						and as per report.
Removed and Faired or Repaired	4	✓						
Faired or Repaired in place	15	20						

PRESENT CONDITION OF THE	Decks	Bulkheads	Engine Room Skylights	Copper, or Y.M.
Decks	Where examined, good.	Where examined, good.	Good.	(State if on Felt.)
Caulking of Decks	Good.	Good.	Good.	When fitted, Month Year
Coamings	Good.	Good.	Good.	Boats
Beams & Fastenings	Where examined, good.	Where examined, good.	Good.	Masts, Yards, &c.
Outside Plating	Good.	Good.	Good.	Condition, how ascertained (State if wedges removed)
Frames	Where examined, good.	Where examined, good.	Good.	Equipment letter
Reverse Frames	Good.	Good.	Good.	Anchors, No. of
Longitudinals	Good.	Good.	Good.	Cables (State if now ranged)
Transverses	Good.	Good.	Good.	length (on board) mean diam. Rule length
Floors	Good.	Good.	Good.	Chain Locker
Keelsons	Good.	Good.	Good.	Hawsers
Stringers	Good.	Good.	Good.	Standing and Running Rigging
Inner Bottom Plating	Where examined, good.	Where examined, good.	Good.	Sails
Have the Tanks been examined internally?	As per report.	As per report.	Good.	
Have the Tanks been tested?	As per report.	As per report.	Good.	

## 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 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)	£		
Special Damage or Repair Fee (if any) (per Sec. 20)	£	4	4
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Fees applied for, 21 MAR 1940 Received by me,

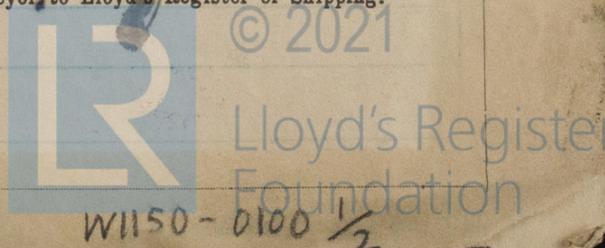
Hugh L. Walker and J. Roberts. Surveyors to Lloyd's Register of Shipping.

Committee's Minute

Character Assigned

1000H  
Cargo holds not fitted

FRI. 5 APR 1940



If so, is the Report sent now, or when will it be sent?

Is Certificate required? If so, to be sent to

