

STEEL STEAMER ~~MOTORSHIP~~

-8 JAN 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YES.State if Report is sent on the Machinery of the Vessel YES.

Date of completion of report

6th January 1930.

Port of

GLASGOW.

No. 50004

Survey held at

TROON.

Date First Survey

26. 7. 29

Last Survey

3rd JANUARY. 1930

On the

(State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Single Screw.

"THE MONARCH"

(Machinery Aft)

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

FULL SCANTLING.

State Type of Erections R.D. Bridge & Fide.

TONNAGE under Tonnage Deck

560.98

CLASS

+100 A1.

State if with freeboard as condition of Class

No.

Built at

TROON.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total

Gross Tonnage

823.95

Register Tonnage

404.69

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 195

Breadth (greatest moulded)

B 30.35

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 14.17

1st Longitudinal Number (L x D)

= 2763.

2nd Number L x (B + D)

= 8661.

Framing Depth "d," at middle of length. See Sec. 3 (1d)

11.66 & 15.66

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.76

Do. Long Bridge to top of keel

10.73

Draught Moulded

13.5 3/4

Launched

21st Nov. 1929.

Yard No. 412.

Builders

Ailsa S. B. Co. Ltd

Owners

J. Hay & Sons. Ltd

Managers

(Where necessary to be entered in Reg. Book.)

Residence

Glasgow.

Port of Registry

Glasgow.

If surveyed while building, afloat, or in dry dock

YES.

REGISTERED DIMENSIONS.

FEET.

Length

195.1

Breadth

30.35

Depth

12.1

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	22		Bracket Floors, Frame	✓	
" " from 1/2 length to Collision bulkhead	22		" " Reversed Frame	✓	
" " in peaks	22		" " Vertical Struts	✓	
DE FRAMING.			Centre Girder, depth and thickness amidships	30 39	
Frame Amidships, Angle <u>E</u>	* 6 3 36	app. 6x3x32	" " top Angles <u>Single</u>	3 3 38	
" " Extends up to	Upper deck.		" " bottom Angles <u>Single</u>	3 3 39	
Reversed Frame Amidships, Angle	* 19 4 B.S.S.		Side Girders, No. each side and thickness	one 29	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	27 33	
Depth of Framing Girder	6"		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	3 3 30	
Frames in Uppermost Continuous Deck, Angle <u>E</u> or <u>F</u>	✓		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	3 3 30	
" " Second Continuous Deck, Angle <u>E</u> or <u>F</u>	✓		" " Gussers, spacing and scantling abaft 1/2 len. from stem	None	
" " Third " " " "	✓		" " Gussers, spacing and scantling forward 1/2 len. from stem	None	
Framing in Peaks, Angle <u>E</u>	5 3 37		Tank Side Brackets, height above base line at toe of Frame and thickness	36 30	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 5 1/2		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes.		Breadth and thickness of Middle Line Strake	40 34	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Deep framing and stringers		Thickness of remainder in Holds	30	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	Additional brk. shell plating increased close frame riveting.		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	Yes.	
ANGLE BOTTOM. in Boiler Space.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	19 1/2 41		Uppermost Continuous Deck, amidships in Wells, Angle <u>E</u> or <u>F</u>	3 1/2 3 30	
Height of Brackets at side above base line at toe of frame	None		" " in way of Bridge, Angle, <u>E</u> or <u>F</u>	6 3 32	
Middle Line Keelson, on Floors, Angles	None		Spacing	22	
" " Through Plate or Intercoastal Plate	19 1/2 50 app. 49.		Second Deck amidships, Angle <u>E</u> or <u>F</u>	✓	
" " Foundation Plate on Floors	32 49		Spacing	✓	
" " Flat Plate Keel Angles	3 1/2 3 1/2 44		Third Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
Side Keelsons, No. each side	one		Spacing	✓	
" " thickness of Intercoastal Plate	42		Fourth Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
" " Angles <u>Single Bulk Angle</u>	7 3 1/2 53 app. 51		Spacing	✓	
DOUBLE BOTTOM.			Poop Deck, Angle, <u>E</u> or <u>F</u>	✓	
Solid Floors, thickness and spacing	29 every frame.		Spacing	✓	
" " Are Frame and Reversed Frame joggled?	Yes.		Bridge Deck, Angle, <u>E</u> or <u>F</u>	5 3 36	
Bracket Floors, breadth and thickness at middle line	✓		Spacing	44	
" " breadth and thickness at margin plate	✓		Forecastle Deck, Angle, <u>E</u> or <u>F</u>	6 3 32	
			Spacing	44	

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.				INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....		<i>Special arrangement of Pillaring</i>									
" in 'tween Decks, Size and Spacing.....		<i>As per plan</i>									
" " " " " " " " " " " "											
" in Holds " " " " " " " " " " " "											
" " " " " " " " " " " "											
Centre Line Bulkhead.											
Stiffeners and Spacing.....											
Plating, thickness of											
STRINGERS AND DECKS.											
Uppermost Continuous Deck.											
Stringer Plate, breadth and thickness in Wells		60 50									
" " " " " in way of Bridge											
" Angle in Wells		3 1/2 3 1/2 50									
Thickness of Plating abreast Deck openings) in way of Wells		30									
Thickness of Plating abreast Deck openings) in way of Bridge		30									
Thickness of Plating within line of openings...		30									
If Sheathed, material and thickness											
Second Deck.											
Stringer Plate, breadth and thickness in Wells...		<i>As per plan</i>									
Stringer Plate, breadth and thickness in Wells...											
Stringer Plate, breadth and thickness in way of Wells											
Thickness of Plating abreast Deck openings) in way of Bridge											
Thickness of Plating within line of openings...											
If Sheathed, material and thickness											
Third Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness.....											
Fourth Deck.											
Stringer Plate, breadth and thickness.....											
If Plated, state thickness											
Poor Deck.											
Stringer Plate, breadth and thickness											
Plating, Sheathing, material and thickness											
Bridge Deck.											
Stringer Plate, breadth and thickness.....											
<i>Nie</i>											
Plating, Sheathing, material and thickness											
Forecastle Deck.											
Stringer Plate, breadth and thickness.....											
<i>Nie</i>											
Plating, Sheathing, material and thickness											

SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No. <i>No.</i> State if joggled?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth. Inches.	Thickness. Inches.	Thickness. Inches.	Thickness. Inches.			Diam. Inches.	Spacing cr. to cr. Inches.		Diam. Inches.	Spacing cr. to cr. Inches.	
FLAT PLATE KEEL	<i>40</i>	<i>.50</i>	<i>.43</i>	<i>.43</i>	<i>app: .49.</i>	<i>double</i>	<i>3/4</i>	<i>3 1/4</i>	<i>Three</i>	<i>3/4"</i>	<i>2 3/8</i>	<i>Shapped</i>
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes <i>2</i>	<i>69</i>	<i>.37</i>	<i>.37</i>	<i>.33</i>		<i>double</i>	<i>3/4</i>	<i>3 1/4</i>	<i>Two</i>	<i>3/4"</i>	<i>2 3/8</i>	<i>Lapped.</i>
BILGE PLATING, No. of Strakes <i>1</i>	<i>61</i>	<i>.37</i>	<i>.33</i>	<i>.33</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>1</i>	<i>58</i>	<i>.37</i>	<i>.33</i>	<i>.33</i>		<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Wells.....	<i>44 1/2</i>	<i>.50</i>	<i>.33</i>	<i>.33</i>					<i>Three-Two.</i>	<i>"</i>	<i>"</i>	<i>"</i>
UPPER DECK, Sheer-strake in Bridge ...	-	.	.	.								
STRAKE BELOW Sheer-strake in Wells.....	<i>50</i>	<i>.37</i>	<i>.33</i>	<i>.33</i>		<i>double</i>	<i>3/4</i>	<i>3 1/4</i>	<i>Three-Two.</i>	<i>3/4"</i>	<i>2 3/8</i>	<i>Lapped.</i>
STRAKE BELOW Sheer-strake in Bridge ...	✓	.	.	.								
POOR SIDE PLATING	✓	.	.	.								
BRIDGE SIDE PLATING ...		<i>.27</i>				<i>single</i>	<i>3/4</i>	<i>3 1/4</i>	<i>Two</i>	<i>3/4"</i>	<i>2 3/8</i>	<i>Lapped</i>
FOREC'TLE SIDE PLATING			<i>.27</i>			<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		3	
Extending to Upper Deck (Sec. 3 c)		None	
Deck next below		3 1/2 upper deck.	
As per Rule			
		STIFFENERS.	
Plating Thickness.	VERTICAL.		HORIZONTAL.
	Scantlings.	Spacing.	Scantlings.
MIDSHIP BULKHD, Upper tween decks	✓		
" " Second "	✓		
" " Third "	✓		
" " Holds	10/30	5/3 x 3 1/2	30 None
COLLISION " (in Hold)	38/30	6 x 3 x 3 1/2	24 None
AFTER PEAK "	39/30	6 x 3 x 4 1/4	24 Semi-box beam.

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Has the Steel been tested as required by the Rules?

Yes.

horizontal
open-hearth process.

Lloyd's Register
Foundation

EQUIPMENT No. 9555										LETTER <i>K</i>	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.		
62759	1st Bower	19	1	25	Stackless			20	6	1	0	<i>Reiers.</i>	<i>S. Taylor & Sons</i>
62627	2nd "	19	1	4				20	1	3	14		<i>Septm 7.10.29. W.A. Drysdale.</i>
62705	3rd "	16	2	23				18	0	2	14		<i>10.9.29. H.C. Jackson.</i>
	Collective weight.	55	1	24									<i>28.9.29. W.A. Drysdale.</i>
62686	Stream	5	1	20	1	1	14	7	14	0	4	<i>Ordway.</i>	<i>24.9.29. W.A. D.</i>

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.	
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.
65008	210	1 15/16	31	46 1/2	18 1/2-2-3.			18 1/2	210	1 15/16	STUO LINK.	S. Taylor & Sons	Septm. 16.10.29. W.A. Drysdale.	TOWLINE...	90	3	18	90	3
														HAWSERS & WARPS	90	6	manilla	90	6
		Cir.								Cir.					90	5		90	5
Iron Stream Chain or Steel Wire	60	3/4	22 tons						60	3/4	SW.	A. Thomson Black & White							

Steering Gear, Steam *Thos. Reid & Sons.* Steering Gear, Hand *Combined with Steam Gear*
Boats *Three* Steering Chains, Size and Test *13/16" short-link 7-18" LPH-T.* Windlass *Emerson, Walker & Thompson.*
Ceiling in Holds, thickness and material *2 1/2" WP* Cargo Battens, thickness, material and spacing *2" WP 9" edge to edge*
Cargo Hatchways.-(Upper Deck) *Steel coamings.* Thickness of Hatches *2 3/8"*
Size of No. 1 Hatchway (Forward) *39'4" x 16'6"* No. 2 *35'8" x 16'6"* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*
Number of Shifting Beams and/or Fore and Afters *Seven in No 1 Hatchway. Six in No 2 Hatchway.*
CHINA BUILDING CO., LIMITED.
Builder's Signature *M. Macleod*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *No.* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The material & workmanship are good.
This vessel has been built in accordance with the approved plans the Secretary's letters of various dates and in accordance with the rules.
The double bottom and peak tanks have been tested as required by rule. The weather decks and U.Y. Bulkheads have been tested with satisfactory results.
The Freeboard has been verified and cut in on vessels side.
The approved plans, as detailed on back of report, are forwarded herewith.

The amount of Entry Fee £ 4 : 0 : 0. Fees applied for, *ASM*
Special Survey Fee.... £ 82 : 8 : 0. Received by me, *9.1.30*
Freeboard Fee... £ 3 : 6 : 8.
Travelling Expenses, if any £ 4 : 10 : 0.

State whether the Vessel has been built under Special Survey *yes.*

I am of opinion the Vessel should be Classed *+100 A1.*
Subject to examination in dry dock and permanent repairs to port bow plating, at first convenient opportunity.

Signature

M. Macleod
Surveyor to Lloyd's Register of Shipping

Certificate to be sent to *GLASGOW* Date of issue *10/1/30*

Committee's Minute/ *GLASGOW* *7-JAN 1930*

Character assigned *+100 A1.* *130* subject *WYM.*
Lloyd's A+C.P.
+ LMC 130.

The Surveyor is requested not to write on or below the Committee's Minute.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

Sister Vessels.

"THE COUNTESS" Glasgow Report No. 48510.

"THE VICEROY" --- --- --- 49048.

The following plans & reports are forwarded herewith.

Plan as built.

Midship Section.

Approved Plans.

Midship Section.

Profile & Deck Plan.

Fore and Aft Framing Sections

Stempost & rudder

Engine seating.

Pumping arrangement.

Reports.

Stemframe

Rudder.

Please return plans for dealing with Sister Vessel No. 414.

DAMAGE stated to have been caused through vessel colliding with Quay wall at Troon 1/1/30. Found

Port side (forward):—Fple sheer plate No. 3.

No. 3 plate strake below

No. 3 & 4 main sheer strake.

& No. 3 plate in strake below main sheer more or less indented.

The vessel being loaded & urgently required no time was available to permanently repair vessel. The riveting and caulking was examined and found tight.

It is submitted vessel be placed in dry dock, for further examination and permanent repairs effected at first convenient opportunity.

The indentations, in my opinion, do not affect the seaworthiness of vessel.

W.L.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower

10.1.24: MB. 4018: 28/6/29

2nd "

10.2.14: KH. 10101: 19.7.29.

3rd "

10.1.18: MB. 4022: 28.6.29.

Head & Pin 11.1.28.

do 11.2.28.

do 11.2.29.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. 110.5 ft., Bridge 11 ft., Forecastle 30 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 dk. (stl.)

Official No. 161896; Signal Letters

Is bottom of Vessel coated with cement Yes. if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	22	56
Double bottom, under Engines and Boilers,			After peak tank,	73	22
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	122.8	174	Other tanks, if fitted,		
	Total capacity of double bottom	174	(If necessary, furnish further information by sketch.)		

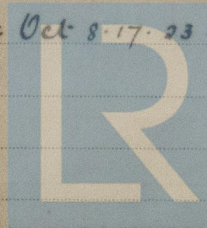
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 6013

Date 5.7.29

Dates of Surveys held while building

1929 July 26 Aug 9. 13. 15. 23. 30 Sep 2. 5. 17. 24 Oct 8. 17. 23. 25. 30 Nov 5. 8. 19. 21. 26 Dec 10. 18. 19. 23. 30 (1930) Jan 3



Lloyd's Register Foundation
Total No. of Visits 26