

(Received at London Office 21 SEP 1939)

Date of writing Report 16th SEPT 1939 When handed in at Local Office SEP 20 1939 Port of LIVERPOOL
 No. in Book Survey held at FLEETWOOD Date, First Survey AND Last Survey 14th SEPT 1939
718 on the Machinery of the Wood, Iron or Steel N. "SEA MONARCH" (No. of Visits ONE)

Age { Gross 329 Vessel built at BEVERLEY By whom COX, WELTN & GEMMELL Year. Month. 1915. 11.
 Net 138 Engines made at HULL By whom ANDER & SMITH LD. When 1915.
 Principal Power 99. Boilers, when made (Main) 1915 (Donkey) ✓
 of Main Boilers 1.30. Owners ONAS STEAM TRAWLING Co. LD. Owners' Address _____
 of Donkey Boilers ✓ Managers _____ (if not already recorded in Appendix to Register Book.)
 Working Pressure _____ Port FLEETWOOD Voyage _____
 Main Boilers 200 LB. If Surveyed Afloat or in Dry Dock SLIPWAY.
 Donkey Boilers ✓ (State name of Dock.)

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

CHARACTER. X for Special Survey Date of last Survey and of Periodical Surveys.	Years and months expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 H.P. STEAM TRAWLER		+ L.M.C. 5.36.
	5.39.	B.S. 5.39.
2.2 H.P. No 3 -	5.28.	Tech 9.38.
85. P.T. No 2 -	36.	

Particulars of Examination and Repairs (if any) DOCKING

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where a special damage report has not been made a special damage report he is required to state whether he has offered his services for this purpose, and why they were declined ✓

Has a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? ✓

Where a survey was not done, state for what reasons? Survey not done.

What parts of the Boilers could not be thus thoroughly examined? ✓

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

What is the latest date of internal examination of each boiler? ✓ Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? So. Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the shaft now been changed? ✓ If so, state reasons ✓

Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the latest date of examination of Screw Shaft? ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 3/16"

Are engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? ✓

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done complete.

What has been done? Vessel placed on slipway. The propeller aft and of stern and outside fastenings examined & found in good condition.

What is the Limitation List? Nothing done at this time.

General Observations, Opinion, and Recommendation: The machinery of this vessel

State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, X L.M.C. 9,11, or X L.M.C. 140 lb., F.D., &c.)

CS 3,34.

As far as now seen is in safe working condition and eligible in my opinion to remain as classed without fresh record of survey. Subject to screw shaft liner and the thrust shaft being renewed by 5.40.

Fee (per Section 29) £ : : Fees applied for _____

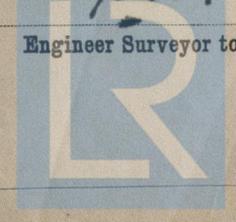
Damage or Repair Fee (if any) (per Section 29.) £ : : _____

Working expenses (if chargeable) £ : : _____

Committee's Minute _____

Signed As per subject.

R. B. Green. © 2019
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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Insert Character of Ship and Machinery precisely as in the Register Book