

REPORT of SURVEY for REPAIRS, &c.

No. *830* Date of Writing Report *3rd Sept* 1889 Port of *London* Received in London Office, *WED 4th SEPT 1889*
 No. in Survey held at *London* Date, First Survey *1st Aug.* Last Survey *29th Aug.* 1889
 Reg. Book. (No. of Visits)

on the *Iron Screw Steamer MONA (ex DAGMAR)* Master *P. Berner*
 TONNAGE:— NET *425* GROSS *555* UNDER DK. *435*
 Built at *Hull* By whom *Earle & Co.* When *1866* 7
 Owners *E. G. Scott* Port belonging to *Hull*
 Owner's Address *52 Coal Exchange, London, E.C.*
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Horseferry* Destined Voyage *Goole*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins.
 (if these particulars are not yet recorded in the Register Book.)

Classed *MSB, 82-153 3.84* *A 1 omitted 10.85*
 Last Survey, No. *1. S. Hul. No. 3-75* Port *1. S. Hul. No. 2. 81-153 3.84*
 (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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.) Society's Freshboard (if assigned) in Summer *ft.* ins. in Winter *ft.* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part 1. S. No. 3.*

This vessel has been partly examined in the Horseferry dry dock and afloat alongside of the same dock at the request of the owner. The shell plating has been drilled and its thickness ascertained in the following strakes.—

D. 7/16, F. 4/16, & H. 3/16 in the starboard side, and the E. 6/16, & G. 4/16 in the port side forward; also the D. 7/16, F. 4/16 & H. 9/16 in the starboard side, and the E. 7/16, & G. 6/16 on the port side amidships; and the D. 7/16, & F. 4/16 in the starboard side, and the C. 7/16, & E. 6/16 in the port side aft.

The ceiling has been removed from the after hold, the lumber cleared out, the floor &c. sealed and cleaned, and the cement examined and repaired in places where required.

The sides of the main and after holds have been sealed and cleaned but not completely.

P. J. O.

PRESENT CONDITION OF THE		Plank (Bottom) & Counter	Ceiling	Boats
Decks	<i>see remarks</i>	<i>see remarks</i>	<i>where seen</i>	<i>not examined</i>
Waterways	<i>good</i>	Freeboards or Rivets	Rudder	Masts, Yards, &c.
Comings	<i>"</i>	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained
Up'r Dk. Beams & Fastenings	<i>"</i>	Transoms, Pointers, & Crutches	Pumps	Sails
Low'r Dk. Beams & Fastenings	<i>"</i>	Timbers of Frame at the opening	Cement (if Iron Ship)	Anchors No. of
Plank sheers	<i>"</i>	Ditto ditto at other places	Caulking of Bottom, D'k, & Watrways	Cables
Sheerstrakes	<i>"</i>	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawfers & Warps
Topsides	<i>see remarks</i>	Clamps & Shelves	When put on	Standing & Running Rigging
Wales	<i>"</i>			Hatches
Engine Room Skylights	<i>good</i>	Coal Bunker, Openings, Lids, &c.	Scuppers	Cargo & Main Hatchways

General Observations, Opinion as to Class, Recommendation, &c.:

This report is respectfully submitted for the consideration of the Committee.

Entry Fee (if chargeable) per Scale I, Sec. 27...	£		
Office Fee (if chargeable) per Scale II, Sec. 27...	£		
Survey Fee (per Section 28)	£	3	3 0
Special Damage Fee (if any) (per Sec. 28)	£		
*Certificate (if required) to be sent as per margin	£		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

Fees applied for, *12.9.* 1889
 Received by me, *24.30/11* 1889

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

Committee's Minute *FRI 13 SEP 89*
 Character assigned *Deferred*

FRIDAY 29 NOV 1889

Lloyd's Register Foundation

To complete the survey the following remains to be done:—

The worn and indented plates in the first and second shakes below the sheer shake on each side of the Vessel to be renewed.

The wasted butts in the bilge and bottom plating to be fitted with outside butt straps.

The shell plating to be drilled in the A, B, C, E & G shakes on the starboard side, and in the A, B, C, D, F & H shakes on the port side forward; also in the A, B, C, E & G shakes on the starboard side, and in the A, B, C, D, F & H shakes on the Port side amidship; and in the A, B, C, E, G & H shakes on the starboard side, and in the A, B, D, F, G & H shakes on the Port side aft.

The holes which have been drilled in the bottom plating for examination and which have been fitted with tapped rivets, to be riveted up with heated rivets in the usual manner.

The rudder to be lifted and rebrashed.

All the ceiling to be removed from the main hold, bunkers and peak, and all the lining removed from the forecabin and after cabin, and these parts cleared and all the surfaces of the ironwork cleaned and scaled as required for examination.

The wood chocks behind the rouse frames at the upper part of the ceiling in the after hold to be removed, and the ironwork there and in other parts of the sides of this and the main hold to be scaled and cleaned where not done.

The wash plates to the middle line keelson in the after hold to be repaired where wasted.

The bilges under the engines, boilers and stokehole to be cleaned out, and the surface of all the floors, framing &c. scaled and cleaned for examination.

The worn planks along each side of the poop deck to be renewed.

The fore part of the main deck to be bored for examination.

The chain cables to be ranged for examination.

The anchors, hawsers, and other articles of the equipment to be examined.

The lining on the main mast under the main deck to be removed for examination, the mast having been burnt at this part.

The fore mast to have some slight repair at the hounds.

All the mast coats and wedges to be removed for examination.

The fore topmast, fore and main jacks, and No. 1 derrick to be sent down for examination.

And the main rigging to be overhauled.

The above communicated to the owner by letter 3/9/89, press copy attached.

Chas. H. Jordan