

IRON SHIP.

50067

No. Survey held at London Date, First Survey MON 25 18V 1889 Last Survey

On the S.S. "Mona" (M. Dagnan) to 830 in By Bmk Master Frank
 TONNAGE under 435.16 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck. 26.82 SRAR, OR AWNING-DECKED VESSEL.
 Ditto of Poop, or 1.69 HALF BREADTH (moulded)... 12.5
 Ditto of Main Deck 15.24 DEPTH from upper part of Keel to top of Upper Deck Beams 15.4
 Ditto of Forecastle 11.50 GIRTH of Half Midship Frame (as per Rule) 25.0
 Gross Tonnage 490.53 1st NUMBER 52.9
 Less Crew Space 14.54 1st NUMBER, if a THREE-DECKED VESSEL
 Houses 13.13 [deduct 7 feet]

LENGTH 176.0 Port belonging to Stull
 2nd NUMBER 9310.4 Destined Voyage
 PROPORTIONS—Breadths to Length 4.0
 Depths to Length—Upper Deck to Keel 11.4
 Main Deck ditto 11.4

By whom built Barle M.
 Owners J. B. Scott
 If Surveyed while Building, Afloat, or in Dry Dock.

Register Tonnage 285.89
 as cut on Beam

LENGTH on deck as per Rule 176 0 BREADTH—Moulded... 25 0 DEPTH top of Floors to Upper Deck Beams 14 0 Power of Engines 65 Horse. 65 No. of Decks with flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 175.5 breadth, 25.1 depth, 14.0

KEEL, depth and thickness 6 3/4 x 2 1/2 PLATES in Garboard Strakes, breadth and thickness 37 9 32 8
 STEM, moulding and thickness... 6 3/4 x 2 1/2 of doubling at Bilge, or increased thickness, and length applied... 4 7
 STERN-POST for Rudder do. do. 8 1/2 x 4 fin up. part of Bilge to lr. edge of Sh'rstrake
 for Propeller 21 in Main Sheerstrake, breadth and thickness 41 9 33 11
 Distance of Frames from moulding edge to moulding edge, all fore and aft (Class 90A)

FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end 3 1/2 3 4 3 1/2 3 6
 REVERSED FRAMES, Angle Iron 2 3/4 2 1/2 6 3 2 1/2 5
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 16 7 15 6
 thickness at the ends of vessel 8 7 7 1/2 6
 depth at 3/4 the half-bath, as per Rule at mid twice midship height
 height extended at the Bilges... 42 in 44 in

BEAMS, Upper, Single or double Angle Iron, Plate or Tee Bulb Iron
 Single or double Angle Iron on Upper edge 2 1/2 2 1/2 5 2 1/2 2 1/2 5
 Average space... 42 in 44 in
 BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron
 Single or double Angle Iron, on Upper Edge 4 1/2 3 4 4 3 6
 Average space... 42 in 44 in

BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron
 Single or double Angle Iron on Upper Edge 4 1/2 3 4 4 3 6
 Average space... 42 in 44 in

KEELSONS Centre line, single or double plate, 4 1/2 3 4 4 3 6
 " Rider Plate 4 1/2 3 4 4 3 6
 " Bulb Plate to Intercoastal Keelson 4 1/2 3 4 4 3 6
 " Angle Irons 4 1/2 3 4 4 3 6
 " Double Angle Iron Side Keelson 4 1/2 3 4 4 3 6
 " Side Intercoastal Plate 4 1/2 3 4 4 3 6
 " do. Angle Irons 4 1/2 3 4 4 3 6
 " Attached to outside plating with angle iron

BILGE Angle Irons 4 1/2 3 4 4 3 6
 " do. Bulb Iron 4 1/2 3 4 4 3 6
 " do. Intercoastal plates riveted to plating for length 4 1/2 3 4 4 3 6
 BILGE STRINGER Angle Irons 4 1/2 3 4 4 3 6
 Intercoastal plates riveted to plating for length 4 1/2 3 4 4 3 6

SIDE STRINGER Angle Irons 4 1/2 3 4 4 3 6
 Transoms, material. Knight-heads. Hawse Timbers.
 Windlass Pall Bitt

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 x 1/2 in. Rivets, about 30 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to side stringer and to gunwale alternately
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes
 PLATING. Garboard, double riveted to Keel, with rivets 1 1/16 in. diameter, averaging 3 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 2 1/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 x 1/2 in. diameter averaging 2 1/8 ins. from centre to centre.
 No Butts of any Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.
 Two Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1/16 in. diameter, averaging 2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1/16 in. diameter, averaging 2 1/8 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for 126 ft length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length amidships.
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double
 Waterway, how secured to Beams Butts (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? solid three plates No. of Breasthooks, Crutches,
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
 Manufacturer's name or trade mark,

The above is a correct description.
 Builder's Signature, Surveyor's Signature,
 Surveyor to Lloyd's Register of British and Foreign Shipping.

© 2021

4170-0444

Workmanship. Are the butts of plating planed or otherwise fitted?

50067 Lon

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are in condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain						Bowers					
	Fore Sails,	(State Machine where Tested Date, & name of Suprntndt.)						(State Machine where Tested Date, & name of Suprntndt.)					
	Fore Top Sails,												
	Fore Topmast Stay Sails	Hmpn Strm Cbl											
	Main Sails,	Hawser ...						Stream ...					
	Main Top Sails,	Towlines ...											
	and	Warp ...						Kedges ...					
		quality											

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

Engine Room Skylights.—How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed? How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed?

State size Main Hatch Forehatch Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought
Date		2nd. On the plating during the process of riveting
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid....
Date		4th. When the ship was complete, and before the plating was finally coated or cemented..
No. in builder's yard.		5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.)

The framing of this vessel is in excess of the rules, & the plating of the topsides is slightly less than the requirements for the 90 A class; but the structure of the plating generally is in excess of the 80 A class.

We respectfully submit that the vessel is worthy the favorable consideration of the Committee for the 85 A class in lieu of the original A class

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Cement Outside Paint

Man of opinion this Vessel should be Classed 85 A 1

The amount of the Entry Fee ...£ : : is received by me, }
Special ...£ : : 187 }
Certificate ... : : }

(Travelling Expenses, if any, £).

Committee's Minute FRIDAY 29 NOV 1889 18

Character assigned



Lloyd's Register Foundation