

REPORT of SURVEY for REPAIRS, &c.

No. 830 Date of Writing Report 18 Port of London
 No. in Reg. Book. 830 Survey held at London Date, First Survey 30th Augst Last Survey 23rd Nov^r 1889
 on the S.S. "Mona" Master Frank
 TONNAGE:— NET 286 Built at Hull By whom Barle H^c When 1866
 GROSS 491 Owners J. B. Scott Port belonging to Hull
 UNDER 435 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Linehouse Destined Voyage Goole
 Length of Poop ft. 10 of Forecastle ft. 10 of Raised Or. Deck ft. 10 Moulded Depth ft. 10 ins. 8
 (If these particulars are not yet recorded in the Register Book.)
 Last Survey, No. 49849 Port M.S. 8.82 13.5.84 S.S. Hull No 2-75 10.85
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. No 3 (Completion)

This vessel originally classed A1 was partially surveyed for re-entry as per London report No 49849.

The has now again been submitted to survey for completion & the omitted or uncompleted requirements, as under, have now been dealt with & carried out viz. All the ceiling has been removed from the main hold bulkhead and peaks & where required from the sides of poop & forecastle. All the iron surfaces have been chipped sealed & cleared from dirt & rust. Under the engine & boiler the iron surfaces have been similarly treated. Decks have been bored for thickness and examined. Mast spars anchor chain cables & the equipment generally have been examined, the wedges being removed from the mast and the chain cables raised examined & are complete & good.

The shell plating has been drilled where required so as, with the drilling noted on the London report referred to, to amount to one hole in each strake of plating on each side of the vessel at three sections viz. amidships, in the after body and before the peak bulkhead. A sketch is made below in which are

PRESENT CONDITION OF THE		Boats	
Decks	<u>good</u>	Plank (Bottom) & Counter	<u>good</u>
Waterways	<u>"</u>	Transoms or Rivets	<u>"</u>
Comings	<u>"</u>	Breasthooks & Stemson	<u>"</u>
Up'r Dk. Beams & Fastenings	<u>"</u>	Transoms, Pointers, & Crutches	<u>"</u>
Low'r Dk. Beams & Fastenings	<u>"</u>	Timbers of Frame at the openings	<u>"</u>
Plank sheers	<u>"</u>	Ditto ditto at other places	<u>"</u>
Sheerstrakes	<u>"</u>	Keelsons	<u>"</u>
Topsides	<u>"</u>	Clamps & Shelves	<u>"</u>
Wales	<u>"</u>	Ceiling	<u>good</u>
Engine Room Skylights	<u>good</u>	Rudder	<u>"</u>
Coal Bunker, Openings, Lids, &c	<u>good</u>	Windlass & Capstan	<u>"</u>
Scuppers	<u>good</u>	Pumps	<u>"</u>
Cargo & Main Hatchways	<u>good</u>	Cement (if Iron Ship)	<u>"</u>
Hatches	<u>"</u>	Caulking of Bot'm, D'k, & Wat'rways	<u>"</u>
		Copper, on V.M.	<u>"</u>
		(State if on P.H.)	<u>"</u>
		When put on	<u>"</u>

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

This vessel is now in good condition, eligible in our opinion to be re-entered & if approved, to be classed 85 A1, with record of S.S. Lon. No. 3 - 10.89, & date of last survey 10.89

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 2 : - : -	Fees applied for,	18
Office Fee (if chargeable) per Scale II., Sec. 27...	£ - : - : -	Received by me,	29/11 1889
Survey Fee (per Section 28)	£ 2 : 17 : -		
Special on Damage, Fee (if any) (per Sec. 28)	£ 8 : 8 : -		
*Certificate (if required) to be sent as per margin	£ - : - : -		
Travelling Expenses (if chargeable)	£ - : - : -		
Second Surveyor's Fee (if any)	£ - : - : -		

Committee's Minute

Character assigned

FRIDAY 29 NOV 1889

85A1

SS No 3-11/89

Robert J. Cooper
G. Stansbury
 Surveyor to Lloyd's Register of British & Foreign Shipping.



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Given the measurements at these places & in aid with the thicknesses given in the original, or first entry, report. From a comparison of these thicknesses it will be seen that the diminution in the plating is but slight. Renewal of several plates has now been made not on account of reduced thickness but on account of indentation sustained through contact with piers or quay walls in entering or leaving the various ports to which the vessel has headed, or from grounding under circumstances of which no record is given. These plates are as follows. 3. One plate - for two - on the starboard bow & one plate on the port bow, in the 7 strake; one plate in flat of bottom, in main hold & bunkers in the D strake. In way of the fore gangways, where the strake bent below the sheer strake was indented, in lieu of removing these plates they have been faired in place & then doubled for two plate lengths. In other places where the indents have been slight & unimportant the plates have been faired in place. In way of the renewed bow plates several pieces of frame & reverse bar have been cut out & renewed, or doubled.

In the bunkers the upper portion of the frames & reverse frames were found to be somewhat weakened as was also the plates & inner angle iron on the side stringer. Additional reverse bars, extending from the gunwale down to the side stringer or as to form means for its attachment thereto have now been fitted to alternate frames - to which there were no reverse bars - throughout these bunkers; the weakened bars on the side stringer have been cut out and renewed & a new additional face plate has been riveted to these bars to extend the whole length of the bunkers. Under the boilers, & throughout the vessel where required, the intercostal, or wash, plates have been repaired & made good.

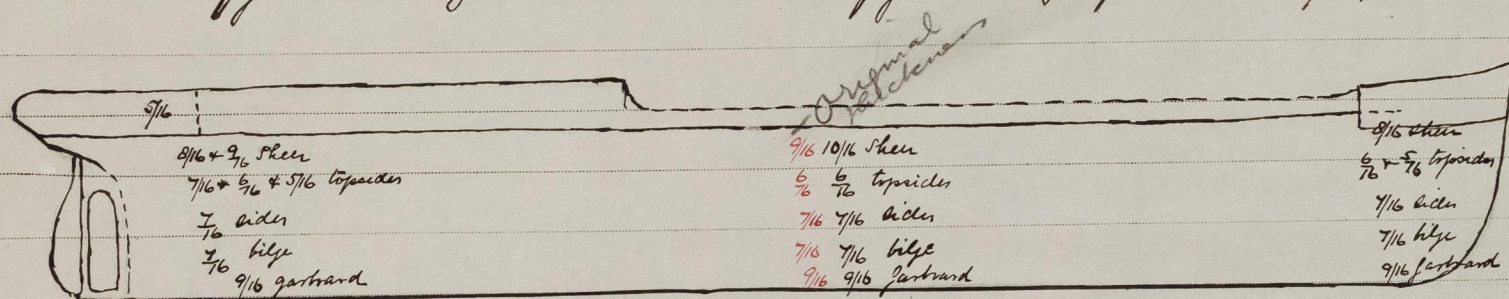
The bunker casing has been patched & made good below deck, & above the boiler casing & fidley have been renewed where worn thin & defective & all defective riveting therein renewed.

All deck with rails bulwarks hatches cross beams in hatchways & wood fore & aft have been overhauled; two built cross beams renewed and the hatches to main hatchway have been renewed with solid hatches. Additional freeing ports have been cut in the bulwarks to meet the requirements for the assigning by the Committee of a freeboard as per Freeboard Report on this vessel.

The front of the poop has been altered, the doors which were therein having been taken down so as to make an open space of the forward portion of the poop from the after hatchway about 19 feet from the stem post, at which place a strong wooden bulkhead - of 2 in thick vertical boards doubled diagonally with 2 in boards with strong cranning, & head piece bolted to main & to poop deck respectively has been fitted. New wood crannings have been fitted to the after hatchway & new iron sills have been fitted to the doors in the trunk bulkhead under the poop deck. Two freeing ports & two scuppers have been fitted in the sides of this open space on each side. In the enclosed part of this poop the side plating, in way of the side lights, which was somewhat worn has been doubled & made good.

The vessel is stated to have been, on the 24th September 1889, in collision with the S.S. *Dragman* & repairs as under have been done in connection therewith viz: A new stem has been fitted 7" x 2 1/2 in & the bow plates of all the chokes from starboard to port side - with the exception of the choke next above the starboard - have been renewed; new bow chock plates have been fitted; part of the fore-castle deck has been renewed, two frames & cutch plate thereto, renewed, from other frames faired in place; fore-castle & main deck stringer & angle bar therein repaired & small portions renewed; cement in fore peak renewed; house pipes renewed fore-castle deck refastened & recaulked forward part of main deck recaulked; fittings on fore-castle deck removed & refitted & the head stays refitted - all as per damage survey report in connection therewith.

Black figures show sizes where drilled - Red figures sizes from 1st Survey report.



W. J. Cooper
G. Stanbury