

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 2/12/94 18... When handed in at Local Office 2/12/94 Port of London
 No. in Survey held at London Date, First Survey 5/11/94 Last Survey 22/11/1894
 g. Book. 758 on the IRON STEAMER "Mona" Master S. E. Scott
 TONNAGE:— Built at Gull By whom bow barle When 1866 YEAR. MONTH.
 GROSS 491 Owners Brown & J. E. Scott. Port belonging to Gull
 UNDER DECK 435 Owners' Address
 NET 286 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock Linekilu DK Destined Voyage Goole
 WB=DBa tons; f tons; uE&B tons; Cell DB tons; }
 FPT tons; APT tons; MT tons. }
 N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 521410 Port Lon

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

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

CHARACTER.
 * for Special Survey.
 Date of last Survey and of Periodical Surveys.
 Years since last Survey.
 Machinery and Boiler Survey (including date of N.B., if any).

85A.1 BTM 86/93
4/93

1103 34/93
 Society's Freeboard (if assigned) as painted on Ship and now verified } 2 ft. 2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs

in consequence of a fire in Main Hold and Bunker whilst on a voyage from Hull to London in May 1894, also for damages caused by collisions with Barges & striking Quay wall.

This steamer was placed in dry dock, the bottom examined cleaned and recoated. A shoe plate 12'0" long was fitted at after end of keel about 600 to 700 feet of new main deck, fitted each side of fidley casings and at front of bridge; a new cant, fitted to deck house. Two deck ke plates partly removed, others faired & two diagonal ties in middle line strengthened by angle bars.

The casing of fidley each side repaired with a new plate coaming and angle bar.

One main deck beam on starboard side at after end of main hold, unskidged, faired and rivetted.

(Contd)

SUMMARY OF DAMAGE REPAIRS:— 4 Plates, Faired or Repaired; 2 Frames, ditto. 9 Plates, Renewed; ✓ Frames, ditto. Other Repairs ✓

PRESENT CONDITION OF THE

Decks <u>Good</u>	Transoms, Port & Starboard <u>Good</u>	Copper, or I.M. (State if on felt.) <u>Good</u>	Hatches <u>Good</u>
Waterways <u>✓</u>	Timbers of Frame at the openings <u>✓</u>	When put on, Month <u>Year</u>	Boats <u>✓</u>
Coamings <u>✓</u>	ditto at other places <u>✓</u>	Rudder <u>Good</u>	Masts, Yards, &c. <u>✓</u>
Up'r Dk. Beams & Fastenings <u>✓</u>	Keelsons <u>✓</u>	Windlass & Capstan <u>✓</u>	Condition, how ascertained <u>from dk</u>
Lower Dk. Beams & Fastenings <u>✓</u>	Plating, Spacing & Stringers <u>✓</u>	Pumps <u>✓</u>	Sails <u>Good</u>
Plating <u>✓</u>	Stitching <u>✓</u>	Engine Room Skylights <u>✓</u>	Equipment letter <u>✓</u>
Stitching <u>✓</u>	Ceiling <u>✓</u>	Coal Bunker, Open'gs, Lids, &c. <u>✓</u>	Anchors, No. of <u>32, 18, 22</u>
Rivets <u>✓</u>	Cement or Asphalt (State if now tested.) <u>✓</u>	Scuppers <u>✓</u>	Cables (State if now ranged) <u>no</u>
Breasthooks <u>✓</u>	Caulking of Bot'm, D'k, & Wat'rw'ys <u>✓</u>	Cargo & Main H'tch'w'ys <u>✓</u>	length <u>seated complete</u>
			Rule length <u>size</u>
			Hawsers & Warps <u>Good</u>
			Standing & Running Rigging <u>✓</u>

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 991," or "to remain as classed and to have record of survey, 991, and the notations of ss No. 1-91 and ptND91, &c."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of survey.

Office Fee (if chargeable) per Scale II., Sec. 27, 1894

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any) (per Sec. 28)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

*Is Certificate now required?

Committee's Minute

Character assigned

Fees applied for,

18

Received by me,

18

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



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Lloyd's Register Foundation

KON704-0007 (1/2)

"MONA".

one Bulkhead plate on starboard side next to shell plating faired in place, and the adjoining plate from floor to deck renewed with new vertical angle iron stiffener.

Two angle bar Bunker stays renewed, also two plates of Bunker Bulkhead in way of Boiler partly renewed on the Starboard side.

The suction pipes, Telegraph rods &c in wake of the above damage repaired, replaced, & recased.

Five plates removed and renewed. viz 2 in st 3 strake on the port side forward, one in 3 strake on the port side amidships, 2 in 4 strake on the Starboard side in bunkers, 2 in 3 strake on Starboard side abaft fore rigging.

Four indented plates faired in place viz. two on the Starboard side forward, & two on the port side amidships.

The Bilge Bulb iron stringer on the port side bunker unriveted & faired in place.

Two reverse bars in Bunker renewed.

Rear & Fore:

A shoe plate was fitted to keel aft, the Rudder was lifted and the pintles bushed, the tiller repaired & the wheel chains overhauled. The Ceiling & Hatches repaired, The holds from Ceiling to Lower Deck stringer cleaned & painted. Two steam winches lifted & fitted with new seating; one winch bolted to bridge deck in wake of after hatchway, & beams pillared to support winch & sundry minor repairs &c.

Edward M. Tierney