

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. JUN. 11 1923

State if Report is also sent on the Machinery of the Vessel

Date of completion of report June 9th 1923. Port of BIDEFORD. No. 3280.
Survey held at BIDEFORD Date, First Survey June 2nd 1922. Last Survey May 28th 1923.

On the (State if Single, Twin, or Triple Screw) SINGLE SCREW CARGO STEAMER "MONKSTONE" Rig SCHOONER.

TONNAGE under
Tonnage Deck... 590.98.

Do. between Tonnage Dk. and 3rd and 4th Dk. —

Total under Upper Dk. 590.98

Do. of Poop —

Do. of R.Q.Dk. 132.19

Do. of Bridge House 19.43

Do. of Forecastle 27.03

Do. of Houses on Dk. 27.27

Do. of excess of Hatchways 38.94

Do. above Crown of Engine Room 30.80.

Gross Tonnage 866.64

Less Crew Space 69.8 99.98

Less above Crown of Engine Room 30.80

TONNAGE FOR FEES... 766.66

Less Engine Room 328.83

Less Navigation Spaces 4.55

Register Tonnage 425.13.

as cut on Beam ...

CLASS

FEET.

Breadth (greatest moulded) 30.0.

Depth, at middle of length from top of keel to top of upper deck beams at side 14.5.

Transverse Number 44.5.

Length on deck from fore part of stem to after part of stern post 190.0.

Longitudinal Number 8455.0.

Depth "d," at middle of length (See Secs. 2 & 13) 11.92
R.Q.Dk. 15.92

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.10.

" " Long Bridge Deck Beam at side to top of keel 10.27.

Built at BIDEFORD.

When built 1923 Launched MARCH 6th 1923.

By whom built MESSRS. THE HANSEN SHIP & SHIP REPAIR CO. LTD.

Owners MESSRS. THE HANSEN SHIPPING COY. LTD. CARDIFF.

Managers HANSEN BROS. LTD.

(Where necessary to be entered in Reg. Book.)

Residence 11 & 12 MOUNT STUART SQ. CARDIFF.

Port belonging to LONDON.

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock YES.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
<u>190</u>	<u>0</u>	<u>1</u>	<u>30</u>	<u>0</u>	<u>0</u>	<u>Do. do. do. do. Second Dk. Beams</u>	<u>12</u>	<u>6</u>	<u>ONE</u>

Dimensions of Ship per Register, Length 190 breadth 30 depth 12'6" Moulded depth, ft. 18 ins. 6 To Upper Dk. Round of Upper Dk. Beam, Actual 17.5 ins.

FRAMING.						PILLARS.					
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule
ME, Angles, or Bars amidships	<u>3 1/2</u>	<u>3</u>	<u>30</u>	<u>3 1/2</u>	<u>30</u>	PILLARS In 'tween Deck, size and spacing	<u>3 3/8</u>	<u>3 1/4</u>	<u>as per profile approved.</u>		
in peaks	<u>4 1/2</u>	<u>3</u>	<u>34</u>	<u>4 1/2</u>	<u>34</u>	" " Hold					
in way of Double Bottoms at Solid Floors	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>30</u>	" Quarter 'tween Dks.					
" " at intermdt. Bkts.	<u>5 1/2</u>	<u>3</u>	<u>34</u>	<u>5</u>	<u>34</u>	" " in Hold					
of Frames from centre to centre amidships	<u>22</u>			<u>22</u>		KEELSONS & STRINGERS.					
" " from 1/2 length to Collision bulkhead	<u>22</u>			<u>22</u>							
" " in peaks	<u>22</u>			<u>22</u>							
ISED FRAME, Angles											
in way of Double Bottoms at Solid Floors	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>30</u>						
" " at intermdt. Bkts.	<u>5 1/2</u>	<u>3</u>	<u>34</u>	<u>5</u>	<u>34</u>						
ING, depth of girder											
RS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<u>3 1/16</u>	<u>30</u>	<u>3 1/16</u>	<u>30</u>							
in way of Engine and Boiler Spaces	<u>48</u>	<u>ER</u>	<u>38</u>	<u>48</u>	<u>ER</u>						
thickness at the ends of vessel			<u>30</u>		<u>30</u>						
depth at 1/2 the half breadth, as per Rule	<u>3 1/16</u>			<u>3 1/16</u>							
height extended at the Bilges	<u>3 1/16</u>	<u>NO RISE OF FLOOR</u>									
RS in Cell. Double Bottoms	<u>3 1/16</u>	<u>30</u>	<u>3 1/16</u>	<u>30</u>							
state if flanged (top & bottom)		<u>NO</u>		<u>NO</u>							
Spacing of Solid floors	<u>66</u>			<u>APPROVED.</u>							
RE GIRDER, in Dbl. bottom, dpth. & thcknss.	<u>3 1/16</u>	<u>38</u>	<u>3 1/16</u>	<u>38</u>							
" Angles, Top	<u>3 1/2</u>	<u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>						
" " Bottom	<u>3 1/2</u>	<u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>						
" " to Floors	<u>3</u>	<u>3</u>	<u>30</u>	<u>3</u>	<u>30</u>						
Brackets at intermdt. frmg., wdth & thcknss	<u>24</u>		<u>30</u>	<u>24</u>	<u>30</u>						
GIRDERS, number on each side & thickness	<u>ONE</u>	<u>28</u>	<u>ONE</u>	<u>28</u>							
" state if flanged (top and bottom)											
" Angles (top and bottom)	<u>3 1/2</u>	<u>3 1/2</u>	<u>30</u>	<u>3 1/2</u>	<u>30</u>						
" " to Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>34</u>	<u>3 1/2</u>	<u>34</u>						
GIN PLATE, depth (exclusive of flange) and thickness	<u>TANK TOP STRAIGHT ALCOSS.</u>										
" Angle to Outside Plating	<u>3 1/2</u>	<u>3 1/2</u>	<u>36</u>	<u>3</u>	<u>32</u>						
" " Floors											
Brackets at intermdt. frmg., wdth & thcknss	<u>24</u>		<u>30</u>	<u>APPROVED.</u>							
Height of Outside Brackets above at bilge	<u>2 1/2</u>		<u>30</u>								
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	<u>5 1/4</u>		<u>44</u>		<u>44</u>						
" " in Engine and Boiler space											
" " Remainder in Holds	<u>5 1/4</u>		<u>44</u>		<u>38 1/2</u>						
IS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<u>5</u>	<u>3</u>	<u>42</u>	<u>5</u>	<u>3</u>						
In way of Long Bridge	<u>5</u>	<u>3</u>	<u>42</u>	<u>5</u>	<u>3</u>						
Spacing	<u>22</u>			<u>22</u>							
IS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Spacing											
IS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
IS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
IS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<u>5</u>	<u>3</u>	<u>42</u>	<u>5</u>	<u>3</u>						
Angles on upper edge											
Spacing	<u>44</u>			<u>44</u>							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<u>4 1/2</u>	<u>3</u>	<u>36</u>	<u>APPROVED</u>							
" Angles on upper edge											
Spacing	<u>22</u>			<u>22</u>							

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. & spacing. WEB-FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness.....

BULKHEADS. Total No. of W.T. BULKHEADS. In Ship 3 Per Rule 3. SCANTLINGS MIDSHIP BHDS. COLLISION AFT PEAK PARTITION LONGITUDINAL

Are the Sluice Valves and Watertight Doors in efficient working order? YES

FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-AxD Table 22. Speed 9 knots. Main-Piece, diameter at head. at heel

RUDDER, how constructed SINGLE PLATE VERTICAL COUPLING. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? YES

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? PROCESS - SIEMENS-MARTIN OPEN HEARTH, MILD STEEL MANUFACTURERS - PORT TALBOT STEEL COMPANY. Has the Steel been tested as required by the Rules? YES

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES, Ordinary or jogged? BUTTS. Double or Treble and for what Length. RIVETS. Diam. Spacing or to cr. STRAPS. Breadth. Thick-ness. IF LAPPED. Breadth. For what Length.

Upper Deck Butts, riveted for HALF length amidship. Stringer Plate Straps, single, double or overlapped for FULL length amidship. Second Deck Butts, riveted for length amidship. Stringer Plate Straps, single or overlapped for length amidship. Butts of Side Stringers riveted. Tie Plates riveted. Inner Bottom Plating, riveting of Edges 2 1/2" S.R. 3/4" DIA Butts 5/8" 3/4" DIA. Centre Girder Butts, riveted. Keelson Butts, riveted. Frames, riveted through Plates with 3/4" 7/8" in. Rivets, about 5 1/4" apart. Rivets, state whether Iron or Steel STEEL.

FRAMES extend in one length from TANK TOP to MAIN & R.Q. DECKS. State if ordinary or jogged ORDINARY. REVERSED FRAMES on floors and frames extend from CENTRE GIRDER TO TANK SIDE. State if ordinary or jogged ORDINARY.

MASTS, SPARS, &c. LOWER MASTS. Fore Main Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. STAYSAIL & FORE TRYSAIL. ON FORE MAST. Sails, and the following spare sails.

EQUIPMENT No.		LETTER		ANCHORS.		TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS												
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				
38370	1st Bower ...	16	0	14	—	—	—	17	11	3	14	✓			FORGED A.H. IRON STEEL PERKINS STOCKLESS.	HENRY REECE CRADLEY HEATH	29/3/23. L.C. PAUL	
38275	2nd „ ...	19	1	24	—	—	—	20	6	1	0	✓			TAYLOR'S STOCKLESS	“ “	28/3/23. L.C. PAUL	
38274	3rd „ ...	19	3	22	—	—	—	20	15	0	0	✓			“ “	“ “	28/3/23. L.C. PAUL	
	4th „ ...																	
	Collective weight.	53	2	4								54	1	0				
	Stream	5	1	6	1	1	22	7	11	3	14	✓	6	2	7	OLD FORGED WE' R/W	HENRY REECE CRADLEY HEATH.	28/3/23. L.C. PAUL
	Kedge.....	2	1	6			3	14				✓	3	0	14	FITTED WITH GRAVITY BONDS.	“ “	28/3/23. L.C. PAUL

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower —
2nd " —
3rd " —
4th " —

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.		Tons.	Fathoms.
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.		
34403.	105	1 3/16	31	465	942-17	1552-12	210	1 3/16	STEEL LINK.	HENRY REECE CRADLEY HEATH	28/2/23.	TOWLINE	25	3 1/2	10 TONS.	90	3"		
34404	105	1 3/16	31	465	931-10				"	"	"	HAWSERS & WARPS	180	5"		90	5"		
Iron Stream Chain or Steel Wire	60	3/4			32-0	—	60	3/4	8 1/2 R.	"	29/3/23.	"	180	6"		90	6"		

Boats Two - 20 FT. LIFEBOATS. ONE 15 FT. DINGHY. Steering Gear, Steam HASTIE'S Steering Gear, Hand TILLER & RELIEVING TACKLE.
Pumps, Number 2 - IN ENGINE RM. - 1 - F.P. TANK. Diameter of Barrel. State whether they are in efficient working order. YES.
Windlass is CLARKE CHAPMAN STEAM. Capstan FISHERS LTD PAISLEY STEAM REVERSIBLE.
Engine Room Skylights.—How constructed? STEEL WITH FLAPS. What arrangements for deadlights in bad weather? FLAPS WITH CIRCULAR GLASS LIGHTS.
Coal Bunker Openings.—How constructed? STEEL HATCHWAY. How are lids secured? BATTENED DOWN. Height above deck? 9'0" ABOVE R.Q. DEK.
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4 SCUPPERS WELL DECK; 8 ON R.Q.D.; 2 ON BRIDGE; FREEING PORTS 2 7/8 IN WELL DECK.
Ceiling in Holds, thickness and material. NONE. TANK TOP 1/2 IN. LIEH. Cargo Battens, thickness and material 1 1/2 WHITE PINE. 36 1/2 R.Q. DEK.
Cargo Hatchways.—How formed? PLATE COAMING & ANGLES. Hatches, If strong and efficient? YES.
State size No. 1 Hatch (Forward) 34'10" x 18'0" No. 2 Hatch 34'10" x 18'0" No. 3 Hatch — No. 4 Hatch —
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch SIX WEB PLATES TO EACH HATCH. — NO FORE & AFTERS.
No. of Breasthooks ONE FOR 2. No. of Crutches ONE FOR 2.
Bulwarks, height above deck and description 3'6" PLATE ABOVE. M.C.D.C. 3'3" ABOVE R.Q.D. Main Rail, material and size. PATENT TYRACK SEC 2 6 1/2 x 3 1/4 x 17/8 PER FT.
The foregoing is a correct description.
Builder's Signature (here only) J. E. Allan. Surveyor's Signature J. Pearce. Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)
This vessel being a Sister vessel to the "Hubbestone", "Wild Rose", "Sturdee Rose" & "Rannelstone" Correspondence is Nil.
Workmanship. Are the butts of plating planed or otherwise fitted? Planed.
Is the riveted work properly closed? yes.
Are the liners between the frames and plates solid single pieces? yes. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes. Do any rivets break into or through the seams or butts of the plating? No.
Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes, butts lapped.
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests Satisfactory.
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes. State results of tests Satisfactory.
General Remarks (State quality of workmanship, &c.)

The workmanship is good, This vessel has been constructed in accordance with the approved plans, and in accordance with the rules for the Class contemplated 100.A.1.

has of Reports of Sister vessels, built by the same firm.
3221. Hubbestone. 3224. Wild Rose. 3261. Sturdee Rose. 3265. Rannelstone.
ex Monkstone

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built, and list of plans should be embodied in report.

The amount of Entry Fee £ 4. : 0. : 0.
Special Survey Fee.... £ 86. : 12. : 0.
Travelling Expenses, if any £ 4. : 5. : 8.
Freeboard 4. 0. 0.
State whether the Vessel has been built under Special Survey yes Ebb
I am of opinion this Vessel should be Classed 100. A.1.
With, or without Freeboard, as condition of Class

Fees applied for,
June 9th 1923.
Received by me,
J. Pearce.
1923

the Builder
Bideford,
Liverpool
Hull Certificate to be sent to
Inch
Date of issue 1/8/23

J. Pearce.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned

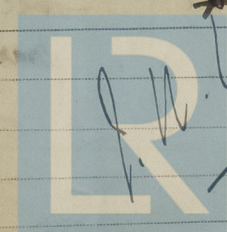
FRI 6 JUL 1923

FRI JUL 20 1923

+ 100A1
Lloyd's A.C.P.

June 5, 23

Write dir
J. Pearce



Lloyd's Register
Foundation

GENERAL REMARKS—

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. ^{TO BRIDGE FRONT.} 19.65 ft., Bridge 13.5 ft., Forecastle 26.35 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated LONG RAISED QUARTER DECK TO BRIDGE FRONT.

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) ONE DECK-STEEL.

Official No. 147484 : Signal Letters _____ State if Machinery is fitted aft MACHY AFT.

If bottom of Vessel has been coated Inside PAINT & LIME Outside PAINT. give particulars of paint or other composition 1 COAT. RED OXIDE & BLACK TOPSIDES
2 COATS ANTI-FOULING

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. yes.

Where Fitted.	°Length. Feet.	Water Capacity. Tons.	Where Fitted.	°Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>Fore of Engine Room.</u>	<u>65.88</u>	<u>131.50</u>	Fore peak tank,	<u>16</u>	<u>53</u>
Double bottom, under Engines and Boilers,	—	—	After peak tank,	<u>9</u>	<u>30</u>
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	—	—
Double bottom, forward,	<u>60.39</u>	<u>107.5</u>	Other tanks, if fitted, <u>IN BREAK.</u>	<u>7.33</u>	<u>14</u>
Total capacity of double bottom	<u>239.0</u>	<u>239.0</u>	(If necessary, furnish further information by sketch.)		<u>97</u>

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules YES.

Order for Special Survey No. 6

Date 10th April 1922

No. 6 in builder's yard.

DATES OF SURVEYS
held while building

1922 June 2, 9, July 10, 17, 22, 25, August 1, 3, 5, 9, 17, 22, 26, 31, Sep 7, 11, 14, 22, 31, Nov 10, 11, 18, 21, 24, 27, 30.
Dec 4, 6, 8, 12, 15, 28, 1923 Jan 8, 10, 11, 17, 22, 26, 29, Feb 1, 5, 7, 9, 13, 19, 20, 21, 23, 26, 28,
March 2, 3, 5, 6, 7, 8, 9, 13, 14, 15, 21, 26, 28, April 9, 25, May 3, 5, 7, 8, 9, 11, 12, 14, 19, 22, 24, 26, 28.

Total No. of Visits 79

Surveyor's Signature J. Pearce

Lloyd's Register
Foundation