

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 8th March 94 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book 193 Survey held at Glasgow Date, First Survey 9th Feb 94 Last Survey 2nd March 1894
on the Wood, Iron or Steel S.S. "Mangara" (No. of Visits) Master Clausen - 94

TONNAGE:— Built at Glasgow By whom A. Stephen & Sons When 1889 - 10
 GROSS 1484 Owners S.S. Mangara Co (Lim) (MacLay & Co) Port belonging to Glasgow
 UNDER DK. 1270 Owners' Address
 NET 1154 (if not already recorded in Appendix to Register Book.)
 Surveyed Afloat or in Dry Dock? Both Name of Dock Govan Dry Dock Destined Voyage Constantinople
 WB=Cell DBor DBa 7 feet; uE&B 7 feet; f 208 feet;
 total capacity 31 tons. FPT ✓ tons; APT 34 tons; MT ✓ feet — 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. 14411 Port Glasgow

Periodical Surveys, when held, must be reported in detail and seriatim 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 Assigned now expired	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A1</u>	<u>5.96</u>	<u>LMC 8.93</u>
<u>S.S. Sm. h. 1-93</u>		<u>B.S. 1.96</u>

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 6 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR S.S. h. 2 (part) & Damage, stated to have been sustained thro grounding at La Rochelle on 10.1.94, voyage-Cardiff to La Rochelle; and thro heavy weather on 31.1.94, voyage-Bilboa to Glasgow. Vessel placed in the above dry dock, bottom examined, cleaned and coated. The holds and peaks cleared, examination made of frames, plating, stringers &c in way of same. Windlass examined. Chain cables ranged. Masts (the wedging removed afterwards replaced) spars, and general equipment examined, and found in good order. The ceiling removed from top of tanks of DB. Tanks of DB and A.P.T. examined internally, the tanks of DB. h. 1, 2 & 4 tested under water pressure; the tank under E & B (h. 3) sealed and cement washed. Decks, deck pumps, water tight doors steering gear, &c, examined and found in order. The plating frames &c

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ...	<u>4</u>							<u>longitudinal girders failed,</u>
Faired or Repaired ...	<u>3</u>	<u>36</u>		<u>36</u>				<u>retaining struts, rivets &c</u>
PRESENT CONDITION OF THE	Timbers of Frame at the openings	<u>Good</u>		Rudder	<u>Good</u>		Hatches	<u>Good</u>
Decks	Ditto ditto at other places	<u>"</u>		Windlass & Capstan	<u>"</u>		Boats	<u>"</u>
Waterways	Keelsons	<u>"</u>		Have Pumps now been examined and found efficient?	<u>Yes</u>		Masts, Yards, &c.	<u>"</u>
Amings	Stringers, Clamps & Shells	<u>"</u>		Have Sluice Valves now been examined and found efficient?	<u>✓</u>		Condition, how ascertained	<u>By examination</u>
or Dk. Beams & Fastenings	Salting	<u>(State if examined.)</u>		Have Watertight Doors now been examined and found efficient?	<u>Yes</u>		(State if wedges removed)	<u>Yes</u>
Lower Dk. Beams & Fastenings	Ceiling	<u>Good</u>		Engine Room Skylights	<u>"</u>		Sails	<u>stated to be good</u>
Plating	Cement or Asphalt	<u>(State which.)</u>		Coal Bunker, Open'gs, Lids, &c.	<u>"</u>		Equipment letter	<u>9/1.5.1K</u>
Planking	Tanks	<u>(State if now tested.)</u>		Scuppers	<u>"</u>		Anchors, No. of	<u>3 B. 1 S. 1 K</u>
Rivets or Treennails	Caulking of Bot'm, D'k, & Wat'rwys	<u>Good</u>		Cargo & Main H'tch'wys	<u>"</u>		Cables (State if now ranged)	<u>Yes</u>
Breasthooks & Stemson	Copper, or Y.M.	<u>(State if on felt.)</u>			<u>"</u>		" length	<u>270 fms size 1 1/2"</u>
ransoms, Pointers, & Crutches	When put on, Month	<u>✓</u> Year <u>✓</u>			<u>"</u>		" Rule length	<u>240 fms size 1 1/2"</u>
							(per Table 22)	<u>1 1/2"</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, 9.91," or "to remain as classed and to have record of survey, 9.91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in a good & efficient condition, and, in our opinion, is eligible to remain as classed, to have fresh record of survey - Els 3.94., & upon the completion of the S.S. h. 2, to have the same noted in the Register

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

Fees applied for,

9/3/1894

Received by me,

10/3/1894

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

Committee's Minute

FRI. MAR 12 1897

Character assigned

100A1

+ LMC 2.94

FRI. 28 MAY 1897

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Lloyd's Register Foundation

GLS177-0106 (114)

WED. THUR. 11 1897

— S.S. "Mangara" —

frames etc in way of cabin sidelights examined.

Repairs due to wear & tear - three (3) hatch beams repaired with new angle irons; one stringer repaired in No. 3 hold, with new angle iron on top and face plate; a few rivets in upper part of floors, in after peak tank, found slack, thro' wasting, now renewed & some additional rivets put in.

Repairs due to damage - plates, in A strake, on starboard side

No. 6, 7, 8, 9, 10, 11, 12 & 15 found badly indented, now taken off and renewed; No. 5 plate, in same strake indented, now partly unriveted, faired in place & riveted; one keel plate, in way of engine space indented, now taken off, faired & refitted; one keel plate, in way of engine space, faired in place.

Frames Nos. 55, 56, 57, 58, 59, 60, 61, & 62 and floor intercostals, found bent & buckled, now faired in place; frame No. 63 & tank division floor, at after end of No. 2 hold buckled & bent, now faired in place; the shell chocks between frames Nos. 55 & 70, found bent & broken, now renewed, the longitudinal girder at same part, buckled, now faired in place; the bracket plate to frame No. 64, found buckled, now unriveted, faired & re-riveted; frames Nos. 64, 65, 66 & 67 and floors, found slightly buckled & bent, now faired in place; frame No. 68, found badly bent, now cut 14" above girder & under landing of keel plate, the frame renewed & fitted with back piece at lower end & bosom piece at top end over butt, the floor intercostal, found buckled, now faired in place; frames Nos. 69, 71 & 73, found badly bent, now cut 6" above keel plate & 2' 6" above girder, renewed & fitted with back pieces at upper ends & bosom pieces at lower ends over butts, the floors buckled, now faired in place, the bracket plate at middle line at No. 73 frame, found fractured, now renewed; frames Nos. 70 & 85, found severely bent, now cut 9" from middle line & 6" above girder, renewed & bosom pieces fitted over butts, the floors buckled now faired in place; No. 72 frame, found badly bent, now cut 12" above middle line & 4" above girder, renewed & bosom pieces fitted over butts, the floor badly buckled, now faired in place, and a vertical angle fitted on each side of manhole, as compensation; No. 74 frame, found badly

WED. THUR. 11 1897

— S.S. "Mangara" —

badly bent, now cut 9" above middle line & 3" above girder, renewed & back piece fitted at top end, and bosom piece at bottom end over butts, the floor badly buckled, now faired in place & a vertical angle fitted on each side of manhole. No. 75 frame found severely bent, now cut at keel plate landing & 2'6" above girder, renewed & back piece fitted at top & bosom piece over lower butts, the floor intercostal badly buckled, now cut thro lower side of manhole, from middle line to girder, & new piece of plate fitted, with double butt straps, a vertical angle on each side of manhole also fitted as compensation. Nos. 76. 78 & 80 frames badly bent, now cut 9" above middle line & 4" above girder, renewed & bosom pieces fitted over butts, the floors buckled slightly, now faired in place. Nos. 77. 79. 81. 83 & 86 frames badly bent, now cut at keel plate landing to 2'6" above girder, renewed, and fitted with back pieces at top & bosom pieces over bottom butts, floor No. 79 badly buckled, now cut out, furnace faired & refitted, floors Nos. 77. 81. 83 & 86 slightly buckled, faired in place. frame No. 82 found badly bent, now cut 8" from keel plate landing & 2'6" above girder, renewed and fitted with back pieces at butts, the floor intercostal badly buckled, now cut about 20" from lower side & from middle line to girder, a new piece of plate now fitted, lapped over old part of floor and compensation angles fitted, as this was a water tight division, the butt strap on C stake was cut off, in order to allow the frame to be caulked & made water-tight, the butt strap afterwards refitted. frame No. 84, badly bent & floor buckled, now done - frame cut 10" under keel plate landing up to 22" above girder, renewed & bosom pieces fitted over butts, the floor faired in place and angle stiffeners fitted on each side diagonally. frames Nos. 87. 88. 89. 90. & 91 slightly bent, now faired in place. The cement in tanks where broken or disturbed made good, about 40 defective rivets in shell renewed. The rudder lifted, and examined, found uninjured. Three stanchions in No. 2 hold found slightly bent, now straightened.

Deck Repairs - one ventilator & coaming for same found broken

May
WED, THUR, 11 1897

IV

— S.S. "Mangara" —

broken, now renewed; six deck planks, in way of same, on port side on bridge deck, torn away, now renewed; wheel house and cabins on bridge deck found stove in, the wheel house now ^{found &} repaired with three angle iron stiffeners at front, and two on port side; the doors, ports etc. to wheel house & engineers cabin renewed; steam pipe casing, wheel chain casing, wash boards, ladder to bridge, one boat chock, and sundry minor damage now made good. Bridge & upper decks caulked.

One 4" hawser (manilla) & two 6" hawsers each 90 fms long; one 1 1/4" manilla hawser, 40 fms long; & one wire hawser 2 1/2", 90 fms now placed aboard.

To complete the S.S. No. 2 - the bunkers require to be examined, and No. 3 tank also A.P.T. tested under water pressure; Engine & Boiler spaces to be examined.

J.H.
J.H.