

20567  
**REPORT of SURVEY for REPAIRS, &c.**

No. *4269* Survey held at *Cardiff* Date, first Survey *31 Dec<sup>r</sup> 77* Last Survey *18<sup>th</sup> Feb<sup>y</sup> 1878*  
Reg. Book. *851* on the *SS Mavis* Master *Pipe*

Official Number *648*  
TONNAGE under Tonnage Deck  
Ditto of Spar Deck, or Awning Deck  
Ditto of Poop  
Ditto of Raised Qr. Dk.  
Ditto of Houses on Deck  
Ditto of Forecastle  
Gross Tonnage *764*  
Crew Space, as per Rule  
Register Tonnage, net on Beam  
Engine Room  
Reg. Tons as St<sup>r</sup>mer, cut on Bm. *441*  
Built at *Swansea*  
Owners *J. V. Groch*  
Residence *Richmond Harrey*  
By whom built *Withy*  
Destined Voyage *Mediterranean*  
When built *1871*  
Port belonging to *London*  
# Surveyed Afloat or in Dry Dock *West Bute Dry Dock*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.*  
Last Survey, No. *79054* Port *From*  
Classed *90 A.1*  
Character in Register Book. *33*

REPAIRS, OR EXAMINATION AS PER RULE *on acct of Damage.* (Special Report) *33*  
*Placed on blocks in dry dock, holds, and bunkers cleared, Platforms and ceiling removed, Cement cleared out amidships, and from the fore tank. Three plates in garboard stake, two plates in 2<sup>nd</sup> stake, three plates in 3<sup>rd</sup> stake amidships on starboard side; three plates in garboard, two plates in 2<sup>nd</sup> stake and two plates in 3<sup>rd</sup> stake amidships on the port side removed. The midship length of keel (48 feet) taken out, from scarp to scarp, heated, straightened, and refitted; and all the above plates refurnaced, and refitted. One floor plate cut a new "half" fitted, connected by triple riveted butt strap. Seven floor plates with angle iron were heated, set fair, and re-riveted. Four lengths of Reserve Bars renewed. Portions of Bilge Stringer angle iron, re-riveted. Midship length of middle line keelson, removed, heated, and refitted, one frame repaired by bosom angle iron, nine plates at lower ends of coal bunkers (P.T. 11)*

Present Condition of the  
Decks *Good*  
Waterways *"*  
Comings *"*  
Upper Deck Beams & Fastenings *"*  
Lower Deck Beams & Fastenings *"*  
Planksheers *"*  
Sheerstrakes *"*  
Topsides *Plating*  
Wales *"*  
Plank (Bottom) and Counter *"*  
Transoms *Rivets where seen Good*  
Breasthooks and Stemson *"*  
Transoms, Pointers, and Crutches *"*  
Timbers of the Frame at the openings *"*  
Ditto Ditto at other places *"*  
Keelsons *"*  
Clamps and Shells *Stringers &c*  
Ceiling *Cement*  
Rudder *"*  
Copper *Paint* When put on *now*  
Caulking of *Good*  
Bottom, Deck, & Waterways *Good*  
Windlass and Capstan  
Pumps  
Boats  
Masts, Yards, &c.  
Condition, how ascertained  
Sails  
Anchors No. of  
Cables  
Hawsers and Warps  
Standing & Running Rigging  
Hatches

Engine Room Skylights Coal Bunker, Openings, Lids, &c. Scuppers Cargo and Main Hatchways  
General Observations, Opinion as to Class, &c.  
*Repairs having been executed as here reported, and the vessel placed in good, and efficient condition. She is eligible in my opinion to remain as Classed 90 A.1.*

*N.B. Engineer's Surveyor's Report forwarded herewith*  
The Amount of Entry Fee *Repr. 8.8.0* received by me, *8.8.0*  
Special *4.4.0* 1878  
Certificate (if required) *5*  
(Travelling Expenses, if any, £ )  
*Surveyor to Lloyd's Register of British and Foreign Shipping.*

Committee's Minute *8th March 1878*  
Character assigned *90 A.1*  
*DRW DRP 70*  
© 2019 Lloyd's Register Foundation  
IRON477-0127



"Havis" 20567 Iron

Removed, refurnaced, and refitted, also one plate in Bulkhead, Bunker  
Angle Irons, and Stays repaired, and refastened. Some Angle Irons in the  
Sanks renewed. Riveting in the Bottom all examined, and made good.  
Boiler, and Engine Room bearers repacked, and made secure. New Butt  
Shrap, Angle Iron, and Gussset plate, fitted abaft the break of bridge deck  
to connect it with the Bulwark plating, and small knee fitted on Rail  
above B<sup>d</sup> on the Port side. Engine Room skylight, and Coamings rep<sup>d</sup>  
portions of the Weather Decks caulked. The Strake below Sheer Strake  
on each side, doubled with  $\frac{1}{16}$  Plating for  $\frac{3}{5}$  vessels' length, amid-  
ships, properly riveted, and secured by Butt Shaps. Cement renewed  
in bottom where required. Sanks retested, Platforms, and briding  
replaced, and vessel well painted, externally, and internally.

New Gin Hauler supplied —

Henry L. Tyrrell