

REPORT of SURVEY for REPAIRS, &c.

No. 190. Survey held at *Bordeaux* Date, first Survey *3<sup>rd</sup> November* Last Survey *5<sup>th</sup> November* 18*80*  
No. in Reg. Book. *887* on the *iron S.S. Mavis* Master *Wilkinson*  
TONNAGE under Tonnage Deck *648* Built at *Hartlepool* When built *1871* *4*  
Ditto of Spar Deck, or Avoing Deck Owners *J.V. Gooch* Port belonging to *London*  
Ditto of Poop Residence *London Terrace Cottage*  
Ditto of Raised Qr. Dk. By whom built *Witby* Destined Voyage *North of Spain & England*  
Ditto of Houses on Deck If Surveyed Afloat or in Dry Dock *Afloat.*  
Gross Tonnage *764*  
Crew Space, as per Rule *491*  
Register Tonnage, cut on Beam  
Engine Room  
Reg. Tons as St' mer, cut on Bm.

Length of Poop *27* ft. Ditto, Forecastle *14* ft. Ditto, Raised Quarter Deck *9* ft. Years assigned. *90 A1*  
Last Survey, No. *S.S. No 277* Port *Cardiff. Iron* Character in Register Book. *4.80*  
REPAIRS, OR EXAMINATION AS PER RULE  
Cause of Repairs to be clearly stated. *S.S. No 2.80*

Damages received in a collision, when the pilot was on board. S.S. "Mavis" has run foul on a river steamer moored on a pontoon when she was arriving at her anchorage. -  
On this third day of November 1880, I proceeded on board the S.S. "Mavis", at the request of his master, for the purpose of holding survey, she having damaged in a collision -  
I have ascertained on starboard side at the fore end a plate cracked on 9 inches length - diameter of the hole - 2 inches about -  
Companion to cabin completely broken up and all attached.  
After steering wheel broken, its stanchions bent & gratings broken  
After compass and stand broken -  
Cabin brass funnel broken.  
Meat safe broken -

Present Condition of the	Treenails	Windlass and Capstan
Decks	Breasthooks and Stemson	Pumps
Beams & Fastenings	Transoms, Pointers, and Crutches	Boats
Deck Beams & Fastenings	Timbers of the Frame at the openings	Masts, Yards, &c.
Sheers	Ditto Ditto at other places	Condition, how ascertained
Keelsons	Clamps and Shelves	Sails
Clamps and Shelves	Ceiling	Anchors No. of
Ceiling	Rudder	Cables
Rudder	Copper (or Y.M.) When put on	Hawsers and Warps
Copper (or Y.M.)	Caulking of	Standing & Running Rigging
Caulking of	Bottom, Deck, & Waterways	
Bottom, Deck, & Waterways		
Engine Room Skylights	Coal Bunker, Openings, Lids, &c.	Scuppers
Coal Bunker, Openings, Lids, &c.		Cargo and Main Hatchways
Scuppers		Hatches
Cargo and Main Hatchways		
Hatches		

General Observations, Opinion as to Class, &c.  
*This vessel merits a favourable Consideration of the Committee to be eligible to have her class maintained in the register book for her voyage and when arrived in England, to be thoroughly repaired and repairs to be registered -*  
*J. W. Henderson.*

The Amount of Entry Fee ... £ - : - : - received by me, }  
Special ... £ 2 : 10 : - 18 }  
Certificate (if required) } £ - : - : - F<sup>4</sup> 63 10  
to be sent as per margin... }  
(Travelling Expenses, if any, £ 0.0.6)  
Committee's Minute *Tuesday, November, 9th 1880.*  
Character assigned *Depreciated*  
*W.B.W. for further survey*  
*L. to survey 10/11/80*  
*Letter to 13/11/80*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
© 2019 Lloyd's Register Foundation



REPORT of SURVEYOR for 28812 Jan.  
After chock and cleat on port side taken out and stern rail broken.  
After ventilator cut down and damaged.  
One ~~Eight~~ inches Manilla rope broken in two pieces.  
One boats davit broken on port side.

The outside plate has been bored by the flutte of the Anchor, and the after damages are the result of a hawser broken.

Considering the ship is going to Bilbao and return in England, and the damages mentioned above doing not alter the seaworthyness of the vessel, I have recommended the damages to be temporarily repaired at the option of the Master, if he prefers the same to be thoroughly done at his arrival in England.

On this, the fifth of November 1880, I have again proceeded on board this vessel lying in the river "Garonne" at half past eight, A.M., and I have found the bow plate cracked satisfactorily repaired by a doubling plate, 36 inches square  $\frac{1}{16}$  in thickness well fastened by 32 screw bolts.

The after companion has been roughly repaired but sufficiently for the voyage.

The other damages to be well repaired at the ship's arrival in England.

Therefore, I consider the S.S. "Mavis" in good condition for sea and recommend on her arrival in England she be thoroughly repaired and all damages made good.

J. J. Vanderwyg



© 2019

Lloyd's Register  
Foundation