

REPORT of SURVEY for REPAIRS, &c.

Received in London Office.

No. *46306*
 No. in Survey held at *London* Date, First Survey *26th May* Last Survey *5th June 1886*
 Reg. Book. (No. of Visits *none*) Master *M. W. Miller*

165 The *Iron Screw Steamer* *MALEK*
 TONNAGE:— Built at *Newcastle* By whom *W. Richardson & Co.* When *1883*

NET *1052* Owners *Persian Gulf S. S. Co.* Port belonging to *London*
 GROSS *1621* Owners' Address (if not already recorded in Appendix to Register Book.)
 UNDER DK. *1553*

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *Victoria Dock* Destined Voyage *Persian Gulf*

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *145015* Port *Lon*
 (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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE *Damage*
 Society's Freeboard (if assigned) in salt water ft. ins.
 as painted on Ship in fresh water ft. ins.

This Vessel has been examined on the Victoria Patrons and afloat in the Victoria Dock, and in consequence of damage sustained through grazing the ground on leaving Jeddah on the 13th July 1886 whilst on her voyage from that port to Aden, and through stranding on Mahomerah Bar near Busorah on the 23rd March 1886 whilst on her voyage from Busorah to London, has now undergone the following repairs, viz.—

Starboard side.— The first and second plates abate the stem in C. stake, the second plate in D stake, and the first, second and fourth plates in E stake removed, made fair and replaced. And the fourth plate in F stake made fair in place. And one frame and two reverse frames in way of the fourth plate in E stake repaired.
Port side.— The second plate abate the stem in E stake repaired with a flush patch.

A few rivets in the bottom and in the rudder renewed, and the

PRESENT CONDITION OF THE	Plank (Bottom) & Counter	Ceiling	Boats
Decks	<i>Good</i>	<i>Good</i>	<i>4</i>
Waterways	<i>Good</i>	<i>Good</i>	<i>Good</i>
Comings	<i>Good</i>	<i>Good</i>	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	<i>Good</i>	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	<i>Good</i>	<i>Good</i>
Planksheers	<i>Good</i>	<i>Good</i>	<i>Good</i>
Sheerstrakes	<i>Good</i>	<i>Good</i>	<i>Good</i>
Topsides	<i>Good</i>	<i>Good</i>	<i>Good</i>
Wales	<i>Good</i>	<i>Good</i>	<i>Good</i>
Engine Room Skylights	<i>Good</i>	<i>Good</i>	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	<i>Good</i>	<i>Good</i>
Scuppers	<i>Good</i>	<i>Good</i>	<i>Good</i>
Cargo & Main Hatchways	<i>Good</i>	<i>Good</i>	<i>Good</i>
Hatches	<i>Good</i>	<i>Good</i>	<i>Good</i>

General Observations, Opinion as to Class, &c.:
The Vessel is now in a sound and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 37. £
 Office Fee (if chargeable) per Scale II., Sec. 37. £
 Survey Fee (per Section 38) £ 2 2
 Special Damage Fee (if any) (per Sec. 39) £ 5 5
 Certificate (if required) to be sent as per margin £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 Committee's Minute
 Character assigned *100 A*
 FRIDAY 2 JULY 1886
 Chas. H. Jordan
 Surveyor to Lloyd's Register of British & Foreign Shipping.
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bottom cleaned and painted.

The cement repaired and made good in several places where damaged in the water ballast tanks, and where removed in the fore peak for the repairs.

The main, bridge, and deckhouse decks recaulked.

The habitus of ceiling lifted and the lumbers and water ballast tanks cleaned out all fore and aft, and the floors, framing and cement examined. The water ballast compartment in the fore peak cleaned and coated.

And several articles and fittings detailed in the damage survey report of the 28th June repaired and made good as required.

Apart from the damage repairs.

The sides of the holds, tween decks and bunkers have now been thoroughly scaled, and coated with boiled oil and two coats of zinc paint.

Chas. H. Jordan

WRITE ACROSS THIS MARGIN.

THE SURVEYORS ARE REQUESTED NOT

to write on the margin

to write on the margin



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