

(Received at London Office FRI. 23 AUG 1895)

No. 56859

REPORT of SURVEY for REPAIRS, &c.

Report of writing Report 21/8/95 When handed in at Local Office 22/8/95 Port of London
No. in Survey held at London Date, First Survey 4-7-95 Last Survey 19/8/95
25 on the Wood, Iron or Steel S.S. Mallard (No. of Vessels) Master
TONNAGE:— Built at Dundee By whom Gowley Bros & Co When 1882 — 5
GROSS 1250 Owners General Steam Nav Coy Port belonging to London
UNDER DEK. 954 Owners' Address
NET 803 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock Whk Name of Dock Canal Whk Destined Voyage Mediterranean
W.B. = Cell D 180 not now used tons; f tons; }
FPT tons; APT tons; MT 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. 30787 Port Port Hwe

Periodical Surveys, when held, must be reported in detail and serially 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.

CHARACTER.
* for Special Survey.
Date of last Survey and of Periodical Surveys.
Machinery and Boiler Surveys (including date of N.B., if any).
+ 100A1. 4/94
+ LUC 12/90 13 & 10/93
+ LUC No 2-90
Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft. 2 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No 3.

This steamer was placed in dry dock, the bottom examined cleaned and recoated.

The holds, peaks, bunkers & cleared all the close ceiling removed and all oxidation beaten off the plating, floors, stringers and framing and the surfaces cleaned and recoated, the ceiling relaid with a considerable quantity of new material.

The water ballast tanks examined inside also cement re. and these tanks tested with water to light water line except the compartment under Engines & Boilers which is no longer used as a ballast tank & provision

SUMMARY OF DAMAGE REPAIRS:—		Plates.	Frames.	R. Frames.	Floors.	Beams.	Other Items:—
Renewed							
Faired or Repaired ...							
PRESENT CONDITION OF THE							
Keelsons	Good	Timber of Frame at the openings	Good	Rudder	Good	Hatches	Good
Stringers	Good	ditto at other places		Windlass & Capstan		Boats	
Ceiling	Good	Keelsons		Pumps		Masts, Yards, &c.	
Cement or Asphal	Good	Stringers		Sluice Valves		Condition, how ascertained	from aloft
Tanks	Good	(State if now tested.)		Watertight Doors		(State if wedges removed)	yes
Caulking of Bot'm, D'k, & Wat'rw'ys	Good	Ceiling		Dblng. Plates under Sounding Pipes		Sails	Good
Copper, or Y.M.	Good	Cement or Asphal		Engine Room Skylights		Equipment letter	0
When put on, Month		(State if now tested.)		Coal Bunker, Open'gs, Lids, &c.		Anchors, No. of	3B-18-2K
Year		Tanks	yes	Scuppers		Cables (State if now ranged)	yes
		(State if on Felt.)		Cargo & Main H'tch'w'ys		length	240 size 19/16
		When put on, Month				Rule length	240 size 19/16
		Year				Hawsers & Warps	Good
						Standing & Running Rigging	

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 steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey Lou 8/93 and the notation SS Lou No 3 8/93

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

Survey Fee (per Section 25)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Committee's Minute

Character assigned

Fees applied for,

23/8/1895

Received by me,

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

100A1

AS. No. 3-8, 95

Lloyd's Register Foundation

LON 706-0236 2/2

Mallard. sp

is made so that it cannot be filled from the sea
a blank flange being fitted to filling pipe
The plating under side lights in cabins was
exposed and examined

There appeared to be no diminution in the
thickness of the shell plating, so it was not
considered necessary to drill the plating.

The decks were cleared and examined, which
were caulked and made good where necessary.

The pumps, sluices, watertight doors, general equipment
&c overhauled.

The masts spars, rigging &c examined aloft, the
standing rigging was sent down & reserved

The chain cables were ranged out for inspection
240 fathoms $1\frac{9}{16}$ ins diameter.

The requirements of the special survey No 3 thus
being fully complied with

Repairs:—

The tank top under the Boiler from margin or
wing plate entirely renewed, except the centre
line plate which was doubled for about 12 feet.
The girders in the ~~aft~~ well at after end of main hold
were also doubled, also one girder each side in tank
under centre of each boiler. The tank margin plate
on port side at fore end of boiler doubled where thin.
The lower part of the stoke hold bulkhead doubled
~~at the bow~~. Two shell plates each side removed
to facilitate repairs to this tank replaced and the
cement where disturbed renewed.

The strake of plating next garboard strake on each
side was doubled for a length of about 14 feet, in wake
of well at after end of Engine Room, as compensation
for wasting in this part.

The boiler seatings were removed and renewed
6" ins higher than originally. The fidley casing
above poop deck repaired & also Top in way of funnel.
The cranes and steam pipes on main deck forward
were lifted, several planks renewed & deck caulked
The forecable deck also caulked.

The poop deck was sheathed over where worn in way of
passage way each side of fidley casing & chart house
also in wake of after hatchway abaft Engine casing
light across to waterway

Attest Arthur Roper Edward J W Tierney