

REPORT of SURVEY for REPAIRS, &c.

48879

Received in London Office, WEDNES, 31 Oct 1888

No. 803 Date of Writing Report 1888 Port of London
 No. in Reg. Book. 803 Survey held at London Date, First Survey 13th Oct Last Survey 29th Dec. 1888
 (No. of Visits)

on the Iron Bark "Mirella" Master Schlesinger Davis & Co. When 1865
 TONNAGE:— NET 706 GROSS 727
 Built at Newcastle By whom Schlesinger Davis & Co. Port belonging to Liverpool
 Owners D. B. Sawson & Co.

Owner's Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Name of Dock Canal Destined Voyage
 Length of Poop ft.: of Forecastle ft.: of Raised Qr. Deck ft.: Moulded Depth ft. ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 47682 Port London S.S. No. 3-4.81-85 9-87
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship) in Summer ft. ins. in Winter ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition

The bottom outside is in good order, it has been cleaned and coated.
 225 fathoms of Chain Cable were found to be worn below the limit allowed by the Rules. The following are the particulars of the new cable. 75 fathoms $1\frac{5}{8}$ " Stud link Certificate No. 4640. Sunderland 21.11.82. W 96-0-21. BS 66 $\frac{3}{10}$
 TS 47 $\frac{3}{10}$. Mark 16.17.82. Sup. J. Hartness.
 74 $\frac{1}{2}$ fathoms, $1\frac{9}{16}$ " Stud link. Certificate No. 5303. Sunderland 21.12.82. W 89-1-14. S.S. 61 $\frac{1}{10}$. T.S. 43 $\frac{9}{10}$. Mark 16.17.82. per Lamb's Head & Co. Sup. J. Hartness. 75 fathoms $1\frac{5}{8}$ " Stud link. Certificate T.S. 47-10. Sup. D. G. Lewis.

PRESENT CONDITION OF THE							
Decks	<u>Good</u>	Plank (Bottom) & Counter	<u>Good</u>	Ceiling	<u>Good</u>	Boats	<u>Good</u>
Waterways	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stems	"	Windlass & Capstan	"	Condition, how ascertained	<u>from deck</u>
For Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	<u>Good</u>
For Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchors	No. of <u>30, 15, 20</u>
Stakes	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables	<u>Good</u>
Overstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Fell.)	"	Hawsers & Warps	<u>Suitable</u>
Oppsides	"	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	<u>Good</u>
Wales	"		"		"	Hatches	"
Engine Room Skylights	<u>Good</u>	Coal Bunker, Openings, Lids, &c.	<u>Good</u>	Scuppers	<u>Good</u>	Cargo & Main Hatchways	<u>Good</u>

General Observations, Opinion as to Class, Recommendation, &c. :
 This vessel now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed.

Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,
Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Fee (per Section 28)	£	:	:	
Damage, Fee (if any) (per Sec. 28)	£	:	:	
Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
Second Surveyor's Fee (if any)	£	:	:	188

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