

# REPORT of SURVEY for REPAIRS, &c.

50443

No. *39* Date of Writing Report *March 31<sup>st</sup> 1890* Port of *London*  
 No. in Reg. Book. *39* Survey held at *London* Date, First Survey *March 3<sup>rd</sup>* Last Survey *March 14<sup>th</sup> 1890*  
 on the *Iron Screw Steamer: "Mc GAREL"* Master *J. Shuman*

TONNAGE:—  
 NET *926*  
 GROSS *1431*  
 UNDER DECK *1089*  
 Built at *North Shields* By whom *J. & W. Smith* When *1883 - 11*  
 Owners *"Mc Garel" S.S. Co. (Lim'd). Scrutton, Sons & Co. Port belonging to London*  
 Owner's Address *(if not already recorded in Appendix to Register Book.)*  
 If Surveyed Afloat or in Dry Dock *Both* Name of Docks *W. Ind. Union Dock* Destined Voyage *Domenara*  
 Length of Poop *11* ft.: of Forecastle *11* ft.: of Raised Or. Deck *11* ft.: Moulded Depth *11* ft. ins.  
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *49456* Port *Lon* *L.M.C. 988 S.S. Shl. No. 1-88* *100A1* *5-89*

(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 *11* ft. *11* ins. in Winter *11* ft. *11* ins.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs. Dr Dam*

*This vessel which is reported to have sustained considerable damage through stress of weather experienced on various dates between Dec. 31<sup>st</sup> 1889 and January 3<sup>rd</sup> 1890 whilst on a voyage from Belize to London via Norfolk (vir.) & St. Michael at which latter port temporary repairs were effected to enable the vessel to complete her voyage, was examined in the West Ind. Imp. Dock and subsequently in Messrs Fletcher & Co's Union Dry Dock when the following repairs, consequent upon the damage sustained, were executed.*

*The vessel was dry docked for further examination and repairs and the Insides, Insides Braces, Steering gear, wheel, wheel cover and gratings, all of which had been carried were replaced by new. The Butts of Shele from the bilge upwards on each side and for about 3/4 the vessel's length amidships, found staided, were overhauled scraped bright & cemented; the top sides, also the boot-topping were re-coated.*

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

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen in good and efficient condition and all necessary repairs having been duly executed, I would respectfully submit that she is eligible to remain as classed and to have the notation: "100A1 3-90" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ — : — : —	Fees applied for, <i>paid 24/90 a J.</i>
Office Fee (if chargeable) per Scale II., Sec. 27...	£ — : — : —	
Survey Fee (per Section 28) <i>(Fould.)</i>	£ <i>(3)</i> : <i>3</i> : —	
Special on Damage, Fee (if any) (per Sec. 28)....	£ <i>4</i> : <i>4</i> : —	
*Certificate (if required) to be signed per margin	£ — : <i>5</i> : —	
Travelling Expenses (if chargeable) .....	£ — : — : —	Received by me, <i>11/4 1890</i>
Second Surveyor's Fee (if any) .....	£ — : <i>10</i> : —	

Committee's Minute *TUES 1 APRIL 1890*  
 Character assigned *100A1*  
*AS 490*  
 Surveyor to Lloyd's Register of British & Foreign Shipping.  
 Lloyd's Register Foundation  
 LON689-0082



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Bulwarks, including Bulwark Stanchions, Flying Jibs &c., in  
Main Well which were found bent, broken or carried were renewed  
and made good as required.

Both the Deck and the Fore-castle Deck, ground started, were  
re-caulked; the Masts, Spars, Riggers &c. were thoroughly overhauled  
repaired and renewed as required; a number of new Sails  
were supplied in lieu of those cut up or blown away and  
a large quantity of deck work, including Boats, Companion  
Chart Room, Flying Bridge, Rails & Stanchions, washboards, netting,  
Hatches, gratings, Lids & Boiler casings, Engine Room & Galley  
skylight all of which were found broken and destroyed  
or entirely lost and carried away were renewed & repaired  
as required. (See also Damage Survey Rept. dated 27.3.90)

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In addition to the foregoing, the vessel was examined  
as far as practicable and was found in good condition.  
The Bottom was cleaned and painted. The B. Lents were  
opened out and the cement &c. found good.

Henri Wilkinson

27.3.90