

REPORT of SURVEY for REPAIRS, &c.

No. *7* Date of Writing Report *June 13th* 1890 Port of *London*
 No. in *Survey* held at *London* Date, First Survey *May 27th* Last Survey *June 4th* 1890
 Reg. Book. *20* on the *Steel Screw Steamer: "MABEL"* Master *J. Holmes*
 (No. of Visits) *1* YEAR. MONTH. *9*

TONNAGE:—
 NET *237* Built at *Leith* By whom *S. & H. Morton & Co.* When *1889*
 GROSS *390* Owners *J. Burnett & Sons* Port belonging to *London*
 UNDER DK. *357* Owners' Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Leithvale Dry Dock* Destined Voyage *—*
 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. *5081* Port *London* *L.M.C. 9.89*
 (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.)
 Society's Freeboard (if assigned) in Summer *1* ft. *7 1/2* ins.
 as painted on Ship in Winter *1* ft. *8 1/2* ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Condition.*

The vessel was placed in dry dock when the following repairs consequent upon damage sustained through grounding and collision, were executed: on starboard side about amidships:

Three plates of steel in the 2^d strake from the keel, found indented, were taken out, straightened and put back and one plate of the same strake was painted in place. The ceiling in main hold was lifted and the cement where broken and disturbed was replaced by new.

On starboard bow: one plate of longitudinal fore-castle side, (above sheer) found broken & destroyed was cut out and renewed and one plate of sheer immediately below the one referred to above, found indented, was taken out, painted and put back.

The vessel was painted inside and out in the way of the repairs and the bottom was also re-coated, the whole of the repairs being satisfactorily completed.

PRESENT CONDITION OF THE	Plating (Bottom) & Counter	Ceiling	Boats
Decks <i>Good</i>	<i>Good</i>	<i>Good</i>	<i>Good</i>
Waterways <i>Good</i>	Transverse Rivets <i>Good</i>	Rudder <i>Good</i>	Masts, Yards, &c. <i>Good</i>
Omings <i>Good</i>	Breasthooks <i>Good</i>	Windlass <i>Good</i>	Condition, how ascertained <i>from M.</i>
Up'r Dk. Beams & Fastenings <i>Good</i>	Transoms, Pointers, & Crutches <i>Good</i>	Pumps <i>Good</i>	Sails <i>Good</i>
Low'r Dk. Beams & Fastenings <i>Good</i>	Timbers of Frame at the openings <i>Good</i>	Cement (if Iron Ship) <i>Good</i>	Anchors No. of <i>Good</i>
Tankshaers <i>Good</i>	Ditto ditto at other places <i>Good</i>	Caulking of Bot'm, D'k, & Watrways <i>Good</i>	Cables <i>Reported Complete</i>
Sheerstrakes <i>Good</i>	Keelsons <i>Good</i>	Copper on D'k. <i>Good</i>	Hawseers & Warps <i>Good</i>
Topsides <i>Good</i>	Clamps & Shelves <i>Good</i>	Wine on D'k. <i>Good</i>	Standing & Running Rigging <i>Good</i>
Wales <i>Good</i>			
Engine Room Skylights <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Suppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>
			Hatches <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 I would respectfully submit that she is eligible to remain as classed and to have a fresh date of Survey: 6.90 recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for, 18 Received by me, 18
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:	
Survey Fee (per Section 28)	£	:	:	
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *FRI 20 JUNE 1890*
 Character assigned *100A1*
Sup 90



Lloyd's Register Foundation