

REPORT of SURVEY for REPAIRS, &c.

No. *5150* Date of Writing Report *Sept. 30th 1890* Port of *London* Received in London Office *MON 22 SEPT 1890*
 No. in Reg. Book. *Survey held at London* Date, First Survey *Aug. 5th* Last Survey *Sept. 23rd 1890*
 on the *Iron Sailing Ship: "MARAVALL"* Master *J. Smith*

TONNAGE:—
 NET *1357* Built at *Gumbarston* By whom *A. McMillan & Son* When *1877*
 GROSS *1309* Owners *Mr. W. Kenneth and Co.* Port belonging to *Glasgow*
 UNDER DECK *1176* Owner's Address *(if not already recorded in Appendix to Register Book.)*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Union Dock* Destined Voyage *San Diego*
 Length of Poop *2* ft.: of Forecastle *✓* ft.: of Raised Gr. Deck *✓* ft.: Moulded Depth *✓* ft. *ins.*
 (If these particulars are not yet recorded in the Register Book.)

Last Survey, No. *185* Port *Loer* S. S. Eld. No. *3-89* *100 A1*
 (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) in Summer *✓* ft. *ins.*
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter *✓* ft. *ins.*
 of any letters respecting this case.

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

Vessel placed in Dry Dock, cleaned, sealed for a depth of about 6 feet on each side below the load water line as required and re-coated from keel to gunwale. Rudder lifted and rudder pinits re-bushed.

Inside: All permanent ceiling and battens removed and oxidation chipped and beaten off the iron surfaces. Cement cut out and renewed where found worn. Floors, framed, reversed framed, Beams, Stringers, Sides of Hold, Green Decks, Fore Deck & chain Lockers examined and found good. Vessel re-coated throughout from the lower Dk. & Beams downwards. Ceiling in the flat of the bottom found defective and renewed.

Decks examined & bored: About 110 (lin.) feet of upper Deck and the whole of the Forecastle Deck found worn or otherwise defective were renewed and both these decks were re-

PRESENT CONDITION OF THE	Good	Fair	Good	Good	Good	Good
Decks	✓		Plank (Bottom) & Counter	✓	Ceiling	✓
Waterways	✓		Keelsons & Rivets	✓	Rudder	✓
Comings	✓		Breasthooks and Stanchions	✓	Windlass & Capstan	✓
Up'r Dk. Beams & Fastenings	✓		Transoms, Ribs, & Crutches	✓	Pumps	✓
Low'r Dk. Beams & Fastenings	✓		Transoms & Frame at the opening	✓	Cement (if Iron Ship)	✓
Plank sheers	✓		Keelsons ditto at other places	✓	Caulking of Bot'm, D'k, & Wat'rways	✓
Sheerstrakes	✓		Keelsons	✓	Copperwork	✓
Topside	✓		Clamps & Shells	✓	Scupper	✓
Wales	✓				Cargo & Main Hatchways	✓
Engine Room	✓				Hatches	✓
Boats	✓					
Masts, Yards, &c.	✓					
Condition, how ascertained	✓					
Sails	✓					
Anchors	✓					
Cables	✓					
Hawsers & Warps	✓					
Standing & Running Rigging	✓					

General Observations, Opinion as to Class, Recommendation, &c. *This vessel is now in good and efficient condition and the whole of the requirements of the Rules for the Special Survey No. 3 having been fully complied with, we would respectfully submit that she is eligible to remain as classed & to have the notation "S. S. Eld. No. 3-89 100 A1 9-90" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £ 4 : 0 :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ - : - :
 Survey Fee (per Section 28) £ 8 : 0 :
 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) (S. S. Eld. No. 3-89) £ - : 10 :
 Committee's Minute *FRI 20 SEPT 1890*

Fees applied for,
25/9/1890
 Received by me,
30/9/1890
CSM

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

Character assigned *100 A1 ss No 3-9, 90*

51150 Lon

The Mast bridging removed; mast & spars examined & all
overhauled & put in good & efficient condition -
Cables, viz: 270 faths. of 1 1/2" 13/16 ranged and found complete
and in good order -

Lining in way of Stern plating and Side ports under
top removed for examination of framing & plating at that
part and shell plating drilled for the purpose of ascer-
taining actual thickness which were however found to have
in some places deteriorated from the original, viz: 1 1/2" - 1 1/16" & 1 1/8"

Engine, Steering gear, windlass, Boats, Sails, Ropes
and general outfit also examined and found in
good order and the vessel otherwise put in a thorough
good and efficient condition.

Henri Wilkenson

30.9.90

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

ROSS THIS MARGIN.

ARE REQUESTED NOT

OF THE SURV



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Foundation