

REPORT of SURVEY for REPAIRS, &c.

No. 486 Date of Writing Report Decr 18th 1890 Port of London Received in London Office, SAT 20 DEC 90
 No. in Reg. Book. 486 Survey held at London Date, First Survey Decr 6th 1890 Last Survey Decr 13th 1890
 on the Iron Screw Steamer "Merjilio" Master J. Ewart

TONNAGE:—
 NET 981 Built at Nassau By whom N. Gray & Co When 1884
 GROSS 1522 Owners Dunedin S.S. Co Limited Port belonging to Leith
 UNDER DEK. 1167 Owner's Address
 (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Blackwall Point Destined Voyage Antwerp

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. 5230 Port B... Classified S.S. Hpt 10-1-88 + 100 A1
BS. 5-90 + L.M.C. 3-88 11,90-8-89

(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) in Summer 1 ft. 7 1/2 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 1 ft. 9 1/2 ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repairs this collision.

This vessel has been examined in Blackwall Point Dry Dock, and afloat in London Dock, and, in consequence of damage stated to have been sustained through the vessel breaking adrift from a buoy off Gravesend during a dense fog on December 1st 1890 and colliding with the Steam Tugs "Punch" and "Lord Marden" has now undergone the following repairs—viz—
 One broken plate in the first strake above sheer strake in way of Raised Quarter Deck abreast of the After Hatch on Starboard Side renewed— One plate in the Sheer Strake adjoining the above taken off, straightened and replaced, One broken frame & reverse frame in way of the above repaired, One indented plate in E Strake abaft Engine Room Bulkhead on the Port side, taken off, straightened and replaced. Two slight indentations on the Port & Starboard quarters of Raised Quarter Deck sides drawn out and straightened. (over)

PRESENT CONDITION OF THE							
Decks	Good	Blank (Bottom) & Counter	Good	Ceiling	Good	Boats	3. Good
Waterways	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	Not seen	Windlass & Capstan	"	Condition, how ascertained	from back
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	Stated to be good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchors	No. of J.B. 18. 2K
Planksheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Watrways	"	Cables	Good
Sheerstrakes	Good	Keelsons	"	Copper, or Y.M.	"	Hawsers & Warps	"
Topsides	"	Clamps & Shelves	"	(State if on Felt.)	"	Standing & Running Rigging	"
Wales	"			When put on	"		
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good
						Hatches	Good

General Observations, Opinion as to Class, Recommendation, &c.:

The above named repairs having been efficiently executed and the vessel otherwise appearing in good condition, is in my opinion eligible to remain as classed & have record of survey 12-90

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : :
 Survey Fee (per Section 28) £ : :
 Special on Damage, Fee (if any) (per Sec. 28) £ 2 : 2
 *Certificate (if required) to be sent as per margin £ 1 : 1
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :

Fees applied for,

20/12/1890

Received by me,

29/12/1890

CHW

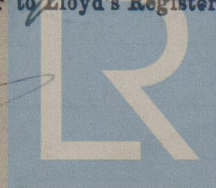
Robert T. Johnson
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
 Character assigned

TUE 23 DEC 90

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Lloyd's Register
 Foundation

51406 Lon

One bulwark plate on the Port side in way of after Hatch repaired.

One $3\frac{1}{4}$ Steel wire hawser 90 fathoms has been supplied in place of one broken.

The Chain Cable on Port side, which had been broken, has been replaced, with Certificate of test of which the following are particulars

Rebberlin W. Sudby 13th Dec. 1900

Chain Cable 15 fathoms $1\frac{9}{16}$ Test $61.8.0$ and $43.18.0$ N^o 1265

" per Rule 15 " $1\frac{9}{16}$ " $61\frac{4}{10}$ " $43\frac{9}{10}$

Sgt. S. G. Lewis.

R. J. Johnson.