

# ANNUAL SURVEYS.

IRON 466 - 0216

Rec 3/3/76

No. 1857 Survey held at Cork Date 29 April 1876  
 & 288 on the "S.S. Maryjessa" Master Captain Harvey  
 Tonnage 922 Built at Newcastle When built 1872 4 mo  
 By whom built Pahner Owners Finnish Line  
 Port belonging to London Destined Voyage Cardiff  
 If Surveyed Afloat or in Dry Dock as born Betty

Last Survey, No. 15964 Port of Lion Classed 100 A.S.  
 S.S. No. 76 3-76

The present Condition of the

Decks	Treenails	Windlass and Capstan
Waterways	Breasthooks and Stemson	Pumps
Comings	Transoms, Pointers, and Crutches	Boats
Upper Deck Beams & Fastenings	Timbers of the Frame at the Openings	Masts, Yards, &c.
Lower Deck Beams & Fastenings	Ditto ditto at other places	Sails
Planksheers	Keelsons	Anchors No. of
Sheerstrakes	Clamps and Shelves	Cables
Topsides	Ceiling	Hawsers and Warps
Wales	Rudder	Standing & Running Rigging
Plank (Bottom) and Counter	Copper When put on	

General Observations and Opinion,

Caulking of Bottom, Deck, and Waterways

This vessel arrived here from Labruca & Falmouth, and on going up to Cork, Betty, to discharge from Passage, ran into Passage, broke & stove Quay and as informed filled the Collision bulk with water, same inside as out, and upon discharging the cargo found the short wood plate in way.

Committee's Minute 5<sup>th</sup> May 1876

Character assigned

Deferred

DLW

Certificate (if required).

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Lloyd's Register  
Foundation

Certificate (if required).



16296  
way of 9 feet water, on Port side broken through the middle of the plate  
about 18 inches from stem, and bulged inward, the plank is cracked  
in the way of some rivets for four inches from bottom of plate & some  
rivets started close to stem, as she was drawing 6 feet of water, could  
not see the plating below, neither could I get it properly examined  
inside being all coated with Cement, but that appeared cracked & broken  
under those circumstances, with a bulged bottom, & open hole across the  
plate, and not being able to see the fore body, I did not consider  
it would be right to give a certificate, by endorsing & putting in Cement,  
that she would be perfectly safe to proceed to Cardiff, and there put  
the damage made good, and forced on going to Cork to day, that the  
Captain had got her away yesterday morning for Cardiff, as I could  
let you know

George Wright Surgeon to  
Lloyd's Register }



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