

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 12240** Survey held at **Newcastle** Date, first Survey **25<sup>th</sup>** Last Survey **29<sup>th</sup> Sep 1876.**  
 on the **S.S. "Maria Louisa"** Master **J. Murray**  
 TONNAGE under Tonnage Deck **657** Built at **Sunderland** When built **1872** 10  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage **256** Residence **Aberdeen**  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm. **554** By whom built **Osborn** Destined Voyage **to Iceland's Shipway**  
 If Surveyed Afloat or in Dry Dock

Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **90** Character in Register Book. **1-76.**  
 Last Survey, No. **15698** Port **Iron** Classed

REPAIRS, OR EXAMINATION AS PER RULE **S. S. No. 1.**

The whole of the ceiling removed from top of tanks, the tank-tops cleaned; the man-hole doors removed; and the cement examined and repaired where found necessary; the whole of the vessel inside, including peaks and bunkers, now well scraped, all oxidation removed, and the whole interior covered with two coats of red-oxide; a few keel and shell rivets, and a few in backs of rudder renewed; the bottom scraped and painted; the tanks tested and found tight and in good order. and the vessel in other respects put into good and efficient condition.

This vessel being without hold beams, it has been found that she displayed a weakness in the way of painting, and general straining in the main holds.  
**P. T. O.**

Present Condition of the	Good	When put on	Good	Windlass and Capstan	good
Decks	do	Caulking of	Good	Pumps	do
Waterways	do	Bottom, Deck, & Waterways	Good	Boats	do
Comings	do	Coal Bunker, Openings, Lids, &c.	Good	Masts, Yards, &c.	do
Upper Deck Beams & Fastenings	do	Scuppers	Good	Condition, how ascertained	See from deck
Lower Deck Beams & Fastenings	do	Cargo and Main Hatchways	Good	Sails	Sufficient
Planksheers	do	Hatches	Good	Anchors No. of	do
Sheerstrakes	do			Cables	do
Topsides	do			Hawsers and Warps	do
Wales	do			Standing & Running Rigging	do
Plank (Bottom) and Counter	do				
Engine Room Skylights	Good				

General Observations, Opinion as to Class, &c.  
 This vessel is now in good and efficient condition, and eligible to remain as classed, and to be marked **S. S. No. 1-76.**  
**Nwe.**

The Amount of Entry Fee ... £ ... received by me, **Refund.**  
 Special ... £ ...  
 Certificate (required) ... £ ...  
 (Travelling Expenses, if any, £ ...)  
 Committee's Minute **13<sup>th</sup> October 1876**

Character assigned **90A**  
**S.S. No. 1-76**  
 Surveyor to Lloyd's Register of British and Foreign Shipping.  
**P. T. O.**

Cause of Repairs to be clearly stated.

17149 Iron

To obviate this, the Owners have now fitted semi-horn beams formed of bulb iron  $7 \times 9 \frac{1}{16}$ , angles  $3 \times 3 \times \frac{9}{16}$ , and top-plate  $5 \frac{1}{16}$  thick, at the parts now following, viz: - one at the after end of the main hatch, one at the fore end of the main hatch, and one at the after end of the fore hatch. A precisely similar beam has also been fitted some four frames abaft the collision bulkhead, and a few feet below the line of hold-beam-strengtheners, to obviate parting; proper pillars have been fitted, and these arrangements will, in my opinion, render the vessel efficient for all purposes.

H. J. Reed.



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