

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 220.** Survey held at *Hamburg* Date, first Survey *11th February* Last Survey *15th February 1878.*
425. on the *S. S. "Marianne Briggs"* Master *Wiswood.*

TONNAGE under Tonnage Deck	480	Built at	<i>S. Shields</i>	When built	<i>1874.</i>	YEAR.	MONTH.
Ditto of Spar Deck, or Awning Deck		Owners	<i>Yorkshire Coal & S. L. Co.</i>	Port belonging to	<i>Goole</i>		
Ditto of Poop		Residence	<i>Goole.</i>	By whom built	<i>Reade & D.</i>	Destined Voyage	<i>Hamburg to Goole</i>
Ditto of Raised Qr. Dk.							
Ditto of Houses on Deck							
Ditto of Forecastle							
Gross Tonnage	630.						
Crew Space, as per Rule							
Register Tonnage, cut on Beam							
Engine Room							
Reg. Tons as St' mer, cut on Bm.	396						
Length of Poop	ft.	Ditto, Forecastle	ft.	Ditto, Raised Quarter Deck	ft.	Years assigned.	Character in Register Book.
Last Survey, No.	<i>*18206</i>	Port	<i>Iron</i>	Classed	<i>90 A 1</i>		
				<i>S. S. No. 133</i>	<i>2.77.</i>		

REPAIRS, OR EXAMINATION AS PER RULE

After having grounded on the river Elbe with full cargo, the vessel was placed in dry dock. Her keel & bottom had been bent inward about $1\frac{1}{2}$ to 2 ins. over a space of 15 ft. before her fore engine bulkhead. The pillars in the hold were bent as well as the horizontal coal bunker bulkhead. Some rivets on her keel, bottom & screwframe were leaky. From inside no strain on the bent part of the bottom was to be discovered. The leaky rivets were driven out & renewed & the bent pillars straightened. The cement repaired where necessary. The deck was recaulked all over & the bottom repainted. The rudder repaired.

Present Condition of the

Decks	<i>good.</i>	Freemails Riveting	<i>good</i>	Windlass and Capstan	<i>good.</i>
Waterways	<i>do.</i>	Breasthooks and Sternson		Pumps	<i>do.</i>
Comings	<i>do.</i>	Transoms, Pointers, and Crutches		Boats	<i>do.</i>
Upper Deck Beams & Fastenings	<i>do.</i>	Timbers of the Frame at the openings		Masts, Yards, &c.	<i>do.</i>
Lower Deck Beams & Fastenings		Ditto Ditto at other places		Condition, how ascertained	
Planksheers		Keelsons	<i>good.</i>	Sails	<i>do.</i>
Sheerstrakes	<i>Plating</i>	Clamps and Shelves		Anchors No. of	<i>do.</i>
Topsides		Ceiling	<i>good.</i>	Cables	<i>do.</i>
Wales	<i>good</i>	Rudder	<i>do.</i>	Hawsers and Warps	<i>do.</i>
Plank (Bottom) and Counter		Copper Painted When put on	<i>now</i>	Standing & Running Rigging	<i>do.</i>
Engine Room Skylights	<i>good.</i>	Caulking of			
Coal Bunker, Openings, Lids, &c.	<i>good.</i>	Bottom, Deck, & Waterways	<i>good.</i>		
Scuppers	<i>good.</i>				
Cargo and Main Hatchways	<i>good.</i>				
Hatches	<i>good.</i>				

General Observations, Opinion as to Class, &c.

As from inside no strain on the bent part of the bottom was to be discovered, the vessel, in my opinion, has to remain classed 90 A 1.

The Amount of Entry Fee ... £ 2 : 0 : 0 received by me,)
 Special ... £ 2 : 0 : 0 187)
 Certificate (if required) ... £ 0 : 5 : 0.
 (Travelling Expenses, if any, £)

Committee's Minute

19th February, 1878.

Character assigned

90 A 1
T.W.

Emil Padderatz
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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 Foundation

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