

REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. **No. 59** Survey held at **Amoy** Date, first Survey **3^d Decr 77** Last Survey **28 January 1878**
on the **S. Mariveles late Lotus** Master **Jose Luna**

TONNAGE under Tonnage Deck
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 **565**
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Reg. Tons as St^rmer, cut on Bm. **359**
Built at **Aberdeen** When built **1871**
Owners **Francisco Reyes & Co** Port belonging to **Manila**
Residence **Manila**
By whom built **Nau, Rupus & Co** Destined Voyage
If Surveyed Afloat or in Dry Dock **in dry dock & afloat**
Length of Poop **ft.** Ditto, Forecastle **ft.** Ditto, Raised Quarter Deck **ft.** Years assigned. **80** Character in Register Book.

Last Survey, No. **9556** Port **Leon**

REPAIRS, OR EXAMINATION AS PER RULE

This vessel has been submitted to S.S. N^o 2 at Owners request, in consequence of her character being omitted in the Register Book. I have made a careful examination of the vessel in dry dock at various times, & afterwards afloat, the hull has been sealed & scraped clean both outside & inside, all rust has been scaled & beaten off, the plating, frames, floors, Angle Iron, beams & stringers, all close caulking removed in hold & coal bunkers, cargo battens taken off in hold & between decks, Boilers taken out, all cement entirely removed throughout the vessels bottom.

Repairs. All defective rivets driven out & renewed, two defective plates in bottom in after hold taken out & replaced with two new plates in tunnel in after Hatch 1/8 thicker than before, six pieces of plates securely fitted, riveted & caulked, in place in boiler & space.

Present Condition of the		
Decks <i>in very good condition</i>	Greenails <i>in good order & secure</i>	Windlass and Capstan <i>in very good order</i>
Waterways <i>"</i>	Breasthooks and Stemson <i>in good order</i>	Pumps <i>"</i>
Comings <i>"</i>	Transoms, Pointers, and Crutches <i>"</i>	Boats <i>"</i>
Upper Deck Beams & Fastenings <i>all secure</i>	Timbers of the Frame at the openings <i>"</i>	Masts, Yards, &c. <i>all in good order</i>
Lower Deck Beams & Fastenings <i>"</i>	Ditto Ditto at other places <i>"</i>	Condition, how ascertained <i>from personal inspection</i>
Planksheers <i>in very good condition</i>	Keelsons <i>all in good order</i>	Sails <i>2 sails in good order</i>
Sheerstrakes <i>"</i>	Clamps and Shelf's <i>stringers in good order</i>	Anchors No. of <i>3 B. 1 stream 2 kedge</i>
Topsides <i>"</i>	Ceiling <i>all blue throughout</i>	Cables <i>2 Bows 1 stream</i>
Wales <i>"</i>	Rudder <i>hangings in very good order</i>	Hawsers and Warps <i>24 hawsers 5 warps</i>
Plating <i>"</i>	Copper <i>Paint When put on at date</i>	Standing & Running Rigging <i>in good order</i>
Plank (Bottom) and Counter <i>"</i>	Caulking of <i>"</i>	
	Bottom, Deck, & Waterways <i>good</i>	

Engine Room Skylights *secure* Coal Bunker, Openings, Lids, &c. *secure* Scuppers *good* Cargo and Main Hatchways *secure* Hatches *secure*
General Observations, Opinion as to Class, &c. *This vessel has been well & efficiently repaired and is now good as new, being in thorough good condition throughout and I am of opinion that she is worthy of being continued in her 80 A 1 character as originally classed, being fit to carry dry & perishable cargoes to or from all parts of the world.*

The Amount of Entry Fee ... **£ 6. 0. 0** received by me, **Jan 1878**
Special ... **£ 96:**
Certificate (if required) ... **£ 1. 3. 0**
(Travelling Expenses, if any, £ ...)
Committee's Minute **26th March, 1878**

Character assigned **80 A 1** *Awning Decked*
See first entry
load line **S.S. N^o 2-78**
load line **11 feet 6 inches**

20561 Iron

where bottom plating was bare of Ormunt & had worn thin, all defective

Angle Irons in floors, intercostal Kelson, sides plate wash plates & boiler beams in boiler space, removed & entirely renewed, all new plating & angle Irons in Coal bunkers Bulkheads, New Iron casing round boiler & Engine room, New boiler & funnel, new New beams in fore hold, beams & tie plates of upper & lower deck replaced new boilers & New decks laid of teak, New snuffbox throughout.

Bottom Ormunt from stern to stern, Ormunt carried well up the floors to upper side of close quilting all New close quilting fore & aft, and New Cargo battens in holds & between decks, New Iron mast, Rudder unshipped, refitted, old plates taken off renewed gudgeons rebushed, & steel washers under hulk.

Windlass has been entirely refitted, New hawser pipes, the chain cables ranged in the dock for survey, and with the Anchors found in good order & of the lengths & sizes required by the Rules.

The Machinery has been thoroughly refitted and surveyed, & the boiler tested at date, and reported in good order and safe working condition as per Engineer's survey report hereto appended.

W. Hume



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