

REPORT of SURVEY for REPAIRS, &c.

in Book. No. 193 Survey held at *Amoy* Date, first Survey 9th August Last Survey 20th October 1880
 75 on the "Marivella" late Lotus Master *J. Muios*

Tonnage under Tonnage Deck
 Ditto of Spar Deck, or Awaiting 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' mer, cut on Bm. *359*
 Length of Poop ft. Ditto, Forecastle ft. Ditto, Raised Quarter Deck ft.
 Built at *Aberdeen* When built *1871* Oct
 Owners *Francisco Reyes & Co* Port belonging to *Manila*
 Residence *Manila*
 By whom built *Hall Brothers & Co* Destined Voyage
 If Surveyed Afloat or in Dry Dock *in dry dock & afloat*

Last Survey, No. *23059* Port *Manila* Classified *80 A 1*
 Years assigned. *2.79* Character in Register Book.

REPAIRS, OR EXAMINATION AS PER RULE *Repair & S.S. N. 3* load line *11 ft 6 in*

This vessel on a voyage from Manila to the Province of Iloilo with general cargo, stranded in the Appo shoal, Mindoro Straits on 11th May last, & sustained damage.

On examination in dry dock I found the following damage, viz:
 Starboard side, Two plates abeam Foremast in 1st strake each 10.6 x 3.6 x 7/16 bulged & cracked. Port side, one Starboard plate at Fore mast bulged & cracked also some hull, frame & plate rivets started in vicinity of damage. These plates have been taken out & replaced new & all slack rivets driven out & renewed.

The vessel has also been submitted to S.S. N. 3 at within dates. We have carefully examined the hull at various times after the vessel was prepared for survey, & have to report the inside plating, hull, stem & stem post having been scraped clean, the same being all

Present Condition of the	Good	Rivets	Good	Windlass and Capstan	Good
Decks		<i>Greenails</i>			
Waterways	do	Breasthooks and Stenson	do	Pumps	do
Comings	do	Transoms, Pointers, and Crutches	do	Boats	do
Upper Deck Beams & Fastenings	do	Timbers of the Frame at the openings	do	Masts, Yards, &c.	do
Lower Deck Beams & Fastenings	do	Ditto Ditto at other places	do	Condition, how ascertained by	<i>personal observation</i>
Planksheers	do	Keelsons	do	Sails 2 suits complete	<i>good</i>
Sheerstrakes	do	Clamps and Shelves	do	Anchors No. of 319. 1 S. 1 Kedge	
Oppsides	do	Ceiling	do	Cables 240 fms 1 7/16 stream 60 fms	<i>14/16</i>
Wales	do	Rudder	do	Hawsers and Warps 2 Towline 2 warps	
Plating	do	Copper Paint When put on	<i>Oct 1880</i>	Standing & Running Rigging	<i>good</i>
Hull (Bottom) and Counter	do	Caulking of		Cargo and Main Hatchways	<i>good</i>
Engine Room Skylights	<i>good</i>	Bottom, Deck, & Waterways	<i>good</i>	Hatches	<i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers	<i>good</i>		

General Observations, Opinion as to Class, &c. *This vessel is now in a good & efficient state of repair, fit for the conveyance of dry & perishable goods to & from all parts of the world & in our opinion merits the favorable consideration of the Committee to be continued in her present 80 A 1 character as classed.*

The Amount of Entry Fee *Dec 1880* £ 5 m 26⁶⁶
 2 Surveyors Special ... £ 128
 Certificate (if required) ... £ 7 : 1³³
 Travelling Expenses, if any, £
 Committee's Minute *Friday, December 10th, 1880.*
 Character assigned *80 A 1 Awaiting*
S.S. No 3-80
Surveyor to Lloyd's Register of British and Foreign Shipping.
James G. Tiddell
Master Sheppheard

IRON 47-0408

in good order, free from corrosion, all rivetting secure.

The Rudder & its hangings, & the steering gear have been refitted, & are now in good working order.

Inside, The holds & coal bunkers entirely cleared, & all the ceiling removed, the stove hold plates & flooring in Engine Room lifted.

We found the inner surface of the plating, frames, reverse frames, floor beams, stringers & bulkheads scraped clean & free from corrosion with the exceptions hereafter enumerated.

Upon testing & examining the Cement throughout the vessels bottom, it proves hard & sound & adhering firmly & satisfactorily to the Iron in case of damaged plates.

The following repairs have been done to the vessels Hull through wear & tear, Twelve reverse frames or floors in after hold being worn out, have been renewed, two floors in fore hold also being worn thin, these have been renewed, a new rider plate fitted in main hold in square of fore hatch, two lower plates fitted in hull of rudder & a shoe in plate ends at fore post.

The Hull has been well coated with paint outside & inside, the Cement made good where disturbed & the ceiling relaid & fitted in hatches & flat. The upper & lower Decks caulked.

The Patent steam Windlass has been cleaned & refitted, the chain cables ranged in the dock for survey & with the Anchors found in good order & of the proper lengths, Ropes & weights as required by the Rules.

The Pumps & pump rods have been overhauled & the sluice valves put in good working order, the side scuttles have also been refitted throughout & put in good order, & the cargo ports strengthened with doubled plates in ships outside plating.

We have also examined the boats, they are in good order & well found & also the vessels general equipment, which is ample & very good.

The Machinery & Boilers have been extensively overhauled & repaired at date, & reported by the Engineer Surveyor as being in good order & safe working condition as per report hereto appended.

Load line 11 feet 6 inches.

Amice

Surveyor



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Foundation