

REPORT of SURVEY for REPAIRS, &c.

No. *126* Date of Writing Report *1888* Port of *London* Received in London Office, *MON 27 AUGUST 1888*
 No. in Reg. Book. *126* Survey held at *Lillbury* Date, First Survey *1st Aug* Last Survey *25th Aug 1887*
 on the *Stul S. S. Maine* Master *H. Murrell*

TONNAGE:—
 NET *1833* Built at *West Hartlepool* By whom *W. Gray* When *1887* 7
 GROSS *2809* Owners *Maine S. S. Co. (Williams, Loney & Field)* Port belonging to *London*
 UNDER DK. *2702* Owner's Address
 (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock *Dry* Name of Dock *Lillbury* Destined Voyage *Swansea*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Qr. Deck *ft.:* Moulded Depth *ft.* ins.
 (if these particulars are not yet recorded in the Register Book.)
 Classified *100 A 1*
 Character in Register Book *11-87*

Last Survey, No. *4325* Port *Lws*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer *ft.* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials as painted on Ship in Winter *ft.* ins.
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage Repairs and Condition.*
 This is *stated* to have been damaged through grounding at *Swansea* on *5th July. 88* and again in the River *Deleware* on *23rd July. 88.*

The bottom outside is in good order, it has been cleaned and coated, A number of the butts of the bottom and bilges have been recaulked. A portion of the cement on the port side of No. 3 Water Ballast Tank has been renewed. One length of Cable was broken, it is stated to have been repaired and retested, This length of Cable together with a 10" hawser will be put on board at *Swansea*, for which port the vessel is about to sail.

The painting beams in the fore peak were started, the rivets in the knees being loose, the rivets in the stringer angles which rest on these beams were also loose. The beam knees and the stringer angles have been riveted and the Peak Tank tested by water pressure and found tight & in good order.

PRESENT CONDITION OF THE		Boats	
Decks	Good	Plank (Bottom) & Counter	Good
Waterways	"	Treenails or Rivets	"
Comings	"	Breasthooks and Stemson	"
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"
Plank sheers	"	Ditto ditto at other places	"
Deerstrakes	"	Keelsons	"
Tonsides	"	Clamps & Shelves	"
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good
Scuppers	Good	Cargo & Main Hatchways	Good
Hatches	"		

General Observations, Opinion as to Class, Recommendation, &c.:
 This vessel now appears to be in a sound and efficient condition eligible in my opinion to remain as classed. It is submitted that the Society's Surveyors at *Swansea* should be advised that the hawser and cable referred to above together with a certificate for the same will be put on board at that port.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :
 Office Fee (if chargeable) per Scale II., Sec. 27... £ : :
 Survey Fee (per Section 28) £ *1* : *1*
 Special on Damage, Fee (if any) (per Sec. 28).... £ : :
 *Certificate (if required) to be sent as per margin £ *3* : *5*
 Travelling Expenses (if chargeable) £ : :
 Second Surveyor's Fee (if any) £ : :
 Committee's Minute *FRIDAY 31 AUGUST 1888*
 Character assigned *100 A 1*
 Copy of Report sent to *Lws* 27/8.
 Fees applied for, 188
 Received by me, *28/8 1888*
aff
 Allison D. Wilson
 Surveyor to Lloyd's Register of British & Foreign Shipping.
 Lloyd's Register Foundation
 Subject to satisfactory report from *Swansea*