

REPORT of SURVEY for REPAIRS, &c.

49663

No. in Reg. Book. *June 27th 1889* Port of *London*
 Date of Writing Report *June 27th 1889* Date, First Survey *June 18th 1889* Last Survey *June 27th 1889*
 Survey held at *Libury* No. of Visits *4* Master *A. H. Luckhurst*
 on the Steel Screw Steamer "MARYLAND"

TONNAGE:—
 NET *1852* Built at *West. Hartlepool* By whom *Wm Gray & Co.* When *1886-10*
 GROSS *2863* Owners *Messrs. Williams, Loring & Field* Port belonging to *London*
 UNDER DK. *2804* Owner's Address *(if not already recorded in Appendix to Register Book.)*
 If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Libury Crav. St.* Destined Voyage *Swansea*
 Length of Poop *✓* ft.: of Forecastle *✓* ft.: of Raised Or. Deck *✓* ft.: Moulded Depth *✓* ft. *✓* ins.
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *276^a* Port *BLF* Classed *L.M.C. 1-87* 100A1 3.89
 (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 *5* ft. *6* ins.
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case. as painted on Ship in Winter *5* ft. *10* ins.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Damage stated to have been caused through collision with the S. S. "Vry Holme", of Maryport, May 5th 89 off the Eddystone Lighthouse and whilst on a voyage from London to Philadelphia and Baltimore where temporary repairs were executed to enable the vessel to return to England. (See Baltimore Rpt. No. 276^a dated May 31st 1889).*

The vessel was placed in dry dock for further examination and repairs below water line, and on starboard side, abreast the funnel and in the way of the pocket Bunker and above: four plates of shell, also two inside plates were taken out, straightened, &c. counter-sunk as required and put back; six frames were straightened as far as practicable and fitted with tapered liners to fill in between them and the plates & the lower edge of the 2nd strake below the upper sheerstrake was straightened in place. Some broken cement between the frames on the middle st. stringer plate was renewed; all the starboard rivets through shell and middle

PRESENT CONDITION OF THE	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Decks	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Waterways	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Comings	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Up'r Dk. Beams & Fastenings	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Planksheers	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Sheerstrakes	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Topsides	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Wales	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Engine Room Skylights	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Coal Bunker, Openings, Lids, &c.	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Scuppers	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Cargo & Main Hatchways	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>
Hatches	<i>Good</i>	<i>Plank (Bottom) & Counter</i>	<i>Good</i>	<i>Ceiling</i>	<i>Good</i>	<i>Boats</i>	<i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now, as far as can be seen, in good and efficient condition, all repairs having been executed as required; I would therefore respectfully submit that she is eligible to remain as classed, and to have the notation: "100A-6.89" recorded in the Register Book.*

Entry Fee (if chargeable) per Scale I., Sec. 27... £
 Office Fee (if chargeable) per Scale II., Sec. 27... £
 Survey Fee (per Section 28) £
 Special on Damage, Fee (if any) (per Sec. 28) £
 Certificate (if required) to be sent as per margin £
 Travelling Expenses (if chargeable) £
 Second Surveyor's Fee (if any) £
 Committee's Minute *100A1*
 Character assigned *100A1*

State if a report is also sent on the Machinery of the Ship or if not whether, and when, one will be sent

* Certificate to be sent to

The Surveyor's Report is not to be written on or below the space for Committee's Minute.

Insert Character precisely as in Register Book.

LON 686-0340



49663. Jan.

Deck beam arms were renewed; the damaged, and the disturbed, parts were properly re-caulked & painted inside and out and the vessel, when completed, was throughout, in good and efficient condition. (See Damage Survey Report dated June 27th 1889)

In addition to the foregoing repairs and independent of the same, the Bottom was cleaned and painted

Henri Wilkinson

27.6.89

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