

52149

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office SAT. 11 JUL 1 91)

No. _____ Date of Writing Report 10. 7. 91 is _____ Port of _____

No. in Reg. Book 87 Survey held at London Date, first Survey + Last Survey July 9 1891

on the Machinery of the S. S. Maine. Master _____ No. of Visits 1

Tonnage Gross 2780 Net 1690 Vessel built at W. Appl. By whom W. Gray When 1887-7

Registered Horse Power 280 Engines made at do When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers _____ Owners Williams Torrey & Field Port London Voyage _____

Steam Pressure in Main Boilers 160 in Donkey Boiler _____

Surveyed At or in Dry Dock Silbury Class of Vessel & Machinery 100A1.

Last Survey No. _____ Port _____

(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

S.S. Appl. No 1-91.

Particulars of Examination and Repairs (if any) Damage to Hull.

(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) 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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " "

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in dry dock, sea comtns. etc. & found in good condtn. The propeller & its fastenings sound & the tail shaft: a good fit in Stern bush. - No damage to machinery.

General Observations, Opinion, and Recommendation:— As far as seen this vessel appears eligible to remain as classed.

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1.89, B.&M.S. 1.89, or L.M.C. 1.89, as the case may be.)

| | | |
|--|-------|------------------|
| Office or Registration Fee (per Sec. 27) | £ : : | Fees applied for |
| Survey Fee (per Section 28) | £ : ✓ | 13 |
| Special Damage Fee (per Section 29) | £ : : | |
| Travelling Expenses (if chargeable) | £ : : | 18 |

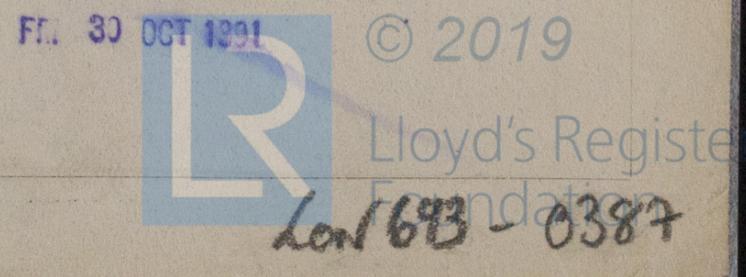
Received by me, _____

Geo. E. Wilkinson.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. 4 AUG 1891

Assigned As not



The Registrar is requested not to write on or before the space for Committee's Minute.
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Insert Character of Ship and Machinery precisely as in the Register Book.

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this
vessel is eligible to
remain as
Classed.
W.D.
27-7-91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



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Foundation