

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

(Received at London Office)

WED. 6 JUL 1892

No. \_\_\_\_\_ Date of Writing Report *10 July 1892* Port of *London*

No. in Reg. Book. *82* Survey held at *London* Date, first Survey \_\_\_\_\_ Last Survey *28th June 1891*

on the Machinery of the *S/S Maine* Master *Subb* No. of Visits *One*

Tonnage { Gross *2780* Net *1670* Vessel built at *N. Hartlepool* By whom *N. Gray & Co.* When *1887*

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

No. of Main Boilers *2* Owners *William & Lucy Child* Port *London* Voyage *New York*

Steam Pressure in Main Boilers *160 lb* If Surveyed Afloat or in Dry Dock *dry dock* Class of Vessel & Machinery *100 AI*

in Donkey Boiler *✓* (State name of Dock.) *Libby* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *10-91*

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ S.S. Mpl No. *1-91* *L.M.C. 3.91*

## Particulars of Examination and Repairs (if any) *Condition*

(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? *No*

Do. " Donkey " " " *No*

If this was not done, state for what reasons? *Not done*

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? *No*

At what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted *✓*

*The vessel was placed in dry dock*  
*Propeller, stem bush & sea connection fastenings examined and*  
*found in good order.*

## General Observations, Opinion, and Recommendation:—

(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, E.S. 1,01, B.&M.S. 1,01 or E.M.C. 1,01, as the case may be.)

*seen in good working order and in my opinion the vessel is*  
*eligible to remain as classed*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

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

\*State if Certificate is required

Committee's Minute

FRI 8 JUL 1892

Assigned

*As now*



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LON690-0400

State if a Report is also now sent on the Ship or if not, and when, one will be sent.

\*Certificate to be sent to

18-L.R.P.H. Form No. 9—Transfer Ink—5,000, 31/7/92.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED

H.A.

7-7-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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