

No. 53749

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15th 1892 When handed in at Local Office 17th 1892 Port of LondonNo. in Reg. Book. 354 Survey held at London Date, First Survey 12th 1892 Last Survey 13th 1892

on the Wood, Iron or Steel S.S. Maryland No. of Visits 2 Master Flower

TONNAGE:-

GROSS 2773

UNDER DK 2654

NET 1650

Built at H. Hartlepool By whom Mr. Gray & Co

Owners Atlantic Transport Co Ltd When 1886 - 11

Owners' Address Port belonging to London

Surveyed Afloat or in Dry Dock? Both Name of Dock Tilbury Destined Voyage South America

WB=DbA tons; f tons; uE&B tons; CellDB tons; FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

Last Survey, No. 53854 Port LON

(Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER, X for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100A/3.92		+LMC/3.90
S.S. Tipl. No. 1-90		

Society's Freeboard (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition & Damage by grounding
This vessel grounded off the Black Sep Light-ship near Margate on the 28th of August last, whilst on her outward passage & remained there about 7 hours before she was got off.

She has been placed in dry dock & the bottom examined but beyond the paint being found considerably chafed she has received no apparent damage. — Bottom re-coated. — The ballast tanks have been cleaned out & examined & the current in them & in the Engine & Boiler space was found in good condition. — A 6" Manilla Line, also a 3" Wire hawser & a 5½ inch Wedge anchor which were damaged or lost whilst getting this vessel off the ground, have been replaced. The marks on the latter

SUMMARY OF DAMAGE REPAIRS: — Plates, Faired or Repaired; Frames, ditto. Plates, Renewed; Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE		Transoms, Pointers, & Gratches		Copper, or Y.M.		Hatches	
Decks	Good	Timbers of Frame at the openings	Not run	(State if on Felt.)		Boats	Good
Waterways	"	Ditto ditto at other places	Good	When put on, Month	Year	Masts, Yards, &c.	"
Coamings	"	Keelsons	"	Rudder	Good	Condition, how ascertained	from d/c
Up'r Dk. Beams & Fastenings	"	Clamps, Shells & Stringers	"	Windlass & Capstan	"	Sails	good wire run
Low'r Dk. Beams & Fastenings	"	Salting	✓	Pumps	"	Equipment letter	"
Plating	"	(State if examined.)	"	Engine Room Skylights	"	Anchors, No. of	3 B. 15 2/6
Planking	"	Ceiling	"	Coal Bunker, Open'gs, Lids, &c.	"	Cables (state if now ranged)	20
Trunnions or Rivets	"	Cement or Asphalt	"	Scuppers	"	" length	size
Breasthooks & Stems	Not run	(State which.)	"	Cargo & Main H'tch'w'ys	"	" Rule length	size
		Tanks	20			Hawsers & Warps	Good
		(State if now tested.)	"			Standing & Running Rigging	"
		Caulking of Bot'm, D'k, & Wat'rw'ys	"				

General Observations, Opinion as to Class, Recommendation, &c.:-

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good condition eligible in my opinion to remain as classed with fresh record of 10-92 in the Reg. Book

Office Fee (if chargeable) per Scale II, Sec. 27	£	Fees applied for,	17/10/18.92
Survey Fee (per Section 28)	£	Received by me,	26/10/92
Special Damage or Repair Fee (if any) (per Sec. 28.)	£ 2 : 2 : 0		
Travelling Expenses (if chargeable)	£		
Second Surveyor's Fee (if any)	£		

*Is Certificate now required?

Committee's Minute

Character assigned

FRI 21 OCT 1892

100A/1

Surveyor to Lloyd's Register of British & Foreign Shipping.



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LON697-0184

* Certificate, if required, to be sent to

Form No. 2 for Repairs.—205.—L.R.P.H.—10,000.—9/9/92.—Transfer Ink.—(The Surveyors are requested not to write on or below the space for Committee's Minute.)

53749 Lon

are found to correspond with those on the certificate & are
as follows.—

No of Certificate 5538

Chester 7th Feb 1880

Weight of anchor 5-3-18

Mark Y.O.L.P.H.C B.M.T.

" " shank 1-1-0

Master's name Henry Wood & Co

Ordinary anchor (iron)

Andrew D. Jack Rupt

Size of Sledge anchor required by the rules
5½ cwt

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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