

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

(Received at London Office)

WED. 1 NOV 1893

Date of writing Report 31<sup>st</sup> Oct 1893 When handed in at Local Office 18 Port of London

No. in Reg. Book. 84 Survey held at Silbury Date, First Survey 23<sup>rd</sup> Oct Last Survey 30<sup>th</sup> Oct, 1893

on the Machinery of the Wood, Iron or Steel S. S. Maine (Ex. Swansea) Master J. W. Hubb

Tonnage { Gross 2780 Net 1690 Vessel built at W. Hartlepool By whom W. Gray & Co When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

Registered Horse Power 280 Engines made at Do! Owners Williams, Torrey & Field (Mys) Port London Voyage Philadelphia

No. of Main Boilers Two If Surveyed Afloat or in Dry Dock Silbury dock wet & dry. (State name of Dock.)

Steam Pressure in Main Boilers 160 in Donkey Boiler 60

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Condition Port Completion B.S.

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serially 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 briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

Starb. Donkey boiler examined int. & ext. also safety valves and safety valves of Main & Donkey boilers adjusted under steam to above pressures.

Vessel placed in dry dock - sea-connections, propeller and its fastenings examined & found in good order.

General Observations, Opinion, and Recommendation:— The boilers of this vessel are now in safe working condition, and the vessel eligible, in my opinion, to remain as classed, with record of survey B.S. 9.93. entered in the Register Book.

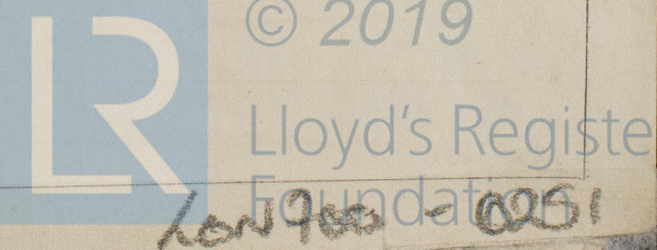
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

\*State if Certificate is required

Committee's Minute FR 5 NOV 1893

Assigned B.S. 9.93

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



State if a Report is also now sent on to the Registrar of Shipping, and when, one will be sent.

14-12111-Form No. 1

(The Surveyors are required to sign the Report in the presence of the Committee.)

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 for  
THE RECORD B-S-9-93

N.A.  
1-11-93

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation