

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

(Received at London Office MON. 5 FEB 1894)

Date of writing Report *5th Febr'y 1894* When handed in at Local Office *is* *Port of London*

No. in Reg. Book. *Survey held at London* Date, First Survey *31st Jan.* Last Survey *3rd Feb. 1894*

84 on the Machinery of the ~~Wood, Iron or Steel~~ *S.S. "Maine" (ex "Swansea")* Master *F. W. Jubb*

Tonnage { Gross *2780* Vessel built at *West Hartlepool* By whom *W. Gray & Co.* When *1887* YEAR. MONTH. *7.*
 Net *1690*

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

No. of Main Boilers *Two* Owners *Atlantic Transport Co. (Lim.)* Port *London* Voyage *Philadelphia*

Steam Pressure in Main Boilers *160* If Surveyed ~~Afloat or in Dry Dock~~ *Royal Albert dry dk.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *60.*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Condition*

(Periodical Surveys, when held, must be reported in detail and seriatim 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? *No*

Do. " Donkey " " " *No*

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

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? *Not adjusted*

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

To what pressure were they afterwards adjusted? *Not adjusted*

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years Allowed before expired. | Machinery and Boiler Surveys (including date of N.B., if any). |
|--|--|--|
| <i>100A 1.</i> | | <i>B.S. 9.93.</i> |
| <i>Spartk.</i> | | <i>L.M.C. 2.91.</i> |
| <i>10.93.</i> | | |
| <i>S.S. Hpl. No 1-91.</i> | | |

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

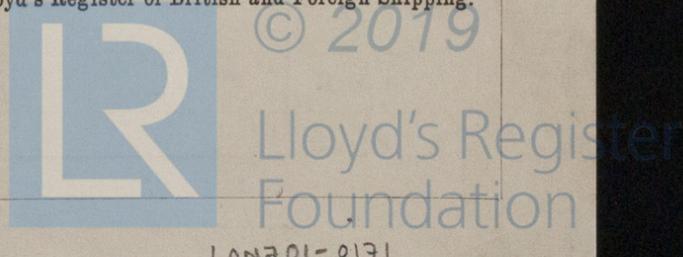
Vessel placed in dry dock - Propeller shaft drawn inboard and examined. Stern tube drawn in on account of slight leak at stern, and refitted into propeller post. Sea-connections examined & found in good order.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion to remain as classed without further record of survey*

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

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

*State if Certificate is required _____
 Committee's Minute *As now*
 Assigned _____



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

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

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

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.

*J.A.
7-2-94*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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