

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

(Received at London Office)

WED. 1 FEB 1894

Date of writing Report *20th Feby. 94* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *361* Survey held at *Tilbury* Date, First Survey *9th Feb* Last Survey *16th Feb. 1894*

on the Machinery of the Wood, Iron or Steel *S.S. "Maryland"* Master *W. Norman*

Tonnage { Gross *2773* Net *1650* Vessel built at *W. Hartlepool* By whom *W. Gray & Co.* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*

Registered Horse Power *300* Engines made at *Do.* Owners *Atlantic Transport Co. Ltd. Port London* Voyage *Baltimore*

No. of Main Boilers *Two* Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Tilbury dry dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler *60.*

Last Survey No. *55044* Port *London*.

Particulars of Examination and Repairs (if any) *Compl. B.S.*

Periodical Surveys, when held, must be reported in detail and serialim 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?

Both Main Brs. exd. internally & externally, also Safety valves. Safety valves of Main & Donkey boilers adjusted under steam to above pressures. Vessel placed in dry dock - sea-connections, propeller & its fastenings examined & found in good order. Propeller blades (cast steel) now replaced by Manganese Bronze ones.

General Observations, Opinion, and Recommendation:— *The boilers of this vessel are in safe working condition, eligible, in my opinion, to notation B.S. 2.94. and the vessel to remain as classed.*

Office or Registration Fee (per Sec. 27)	£	:	:
Survey Fee (per Section 28)	£	2	10
Special Damage Fee (per Section 28)	£	:	:
Travelling Expenses (if chargeable)	£	:	:

Fees applied for

27/2 18 94

Received by me,

10/3 18 94

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

*State if Certificate is required

Committee's Minute

Assigned

B82, 94

FRI 2 MAR 1894



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LON 701-0276

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

*Certificate to be sent to

16—LLOYD'S—Form No. 9—Transfer Book—5,000, 2/10/93.

(The Surveys 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 for
THE RECORD B.S. 2-94

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.

W.A.
28-2-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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