

No. 57059

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

(Received at London Office)

WED 30 OCT 1895

Date of writing Report 28th Oct 1895 When handed in at Local Office 28th Oct 1895 Port of London

No. in Reg. Book 392 Survey held at London Date, First Survey and Last Survey 24th Dec 1895

on the Machinery of the Wood, Iron or Steel S.S. "Maryland" Master W. J. Johnson

Tonnage Gross 2778 Net 1657 Vessel built at W. Hook By whom W. Gray & Co When 1886

Registered Horse Power 310 Engines made at When 86 Boilers, when made (Main) 86 (Donkey) 86

No. of Main Boilers 2 Owners William Lorie, Field & Co Port London Voyage Philadelphia

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 150 in Donkey Boilers 25

Last Survey No. Port

Particulars of Examination and Repairs (if any) Afloat in Dry Dock

(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?

Has the propeller shaft been drawn and examined at this time?

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

Known as: Propeller, Stern-bush, and all outside fastenings of Sea Connections examined and found satisfactory.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4, 94, B.&M.S. 4, 94 or L.M.C. 4, 94, 100 lb., F.D., &c.)

The Machinery of this Vessel is in Satisfactory Condition and, in my opinion, remains as classed with fresh record.

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

*State if Certificate is required

Committee's Minute

Assigned as now

FRI. 1 NOV 1895

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

Lloyd's Register Foundation

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.L.S.

31. 10. 95.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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