

No. in Reg. Book. 101

Survey held at London

Date, First Survey 28<sup>th</sup> Sep<sup>r</sup> 1898

Last Survey 1<sup>st</sup> Nov<sup>r</sup> 1898

(No. of Visits 4)

Master

TONNAGE:—

GROSS 2816

UNDER DEK. 2702

NET 1813

Built at W. Martlepool

By whom W Gray & Co

When 1887. 7

Owners Atlantic Trus. Co. Lim.

Port belonging to London

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock Dry Dock

Name of Dock Londond. Dk

Destined Voyage America

WB=CellDBorDBa feet; uE&B feet; J feet; I feet; }

total capacity tons. FPT tons; APT tons; MT tons. }

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

CHARACTER.

\* for Special Survey.

Date of last Survey and of Periodical Surveys.

Years Assigned

expired

Machinery and Boiler Surveys (including date of N.B., if any).

FI 100A1

Spar dk 3.98

In red

BS 2.98

S.S. Lon No 2.95

LMC 1-95.

Society's Freeboard (if assigned) as painted on Ship and now verified }

N.B.—All alterations in the existing records should be underlined.  
If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 59745 Port Lon

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 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.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage repair & S.S. No 3 in part.

Vessel placed in dry dock, bottom keel stern frame and rudder examined cleaned and coated with paint.

No 1 Hold. Cleaned and coated. All ceiling lifted from top of double bottom, same examined internally and tested with water pressure as required, tank top cleaned and coated, ceiling relaid part new.

No 2 Hold. Cleaned and coated, all ceiling lifted from tank top. double bottom tested, tank top cleaned and coated, ceiling relaid part new. Fore Peak, examined internally.

No 3 Hold. Double bottom examined internally, cement repaired in a few places, where worn away. No 4 Hold. Double bottom examined internally.

In addition the following now done

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed	2	1	1	—	—	—	—	as above noted.
Removed and Faird or Repaired	—	—	—	—	—	—	—	
Faird or Repaired in place	—	—	—	—	—	—	—	
PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of Decks	Good	Good	Good	Good	Good	Good	Good	Good
Waterways	Good	Good	Good	Good	Good	Good	Good	Good
Coamings	Good	Good	Good	Good	Good	Good	Good	Good
Beams & Fastenings	Good	Good	Good	Good	Good	Good	Good	Good
Outside Plating	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of ditto	Good	Good	Good	Good	Good	Good	Good	Good
Rivets	Good	Good	Good	Good	Good	Good	Good	Good
Breasthooks & Crutches	Good	Good	Good	Good	Good	Good	Good	Good
Transoms	Good	Good	Good	Good	Good	Good	Good	Good
Frames	Good	Good	Good	Good	Good	Good	Good	Good
Reverse Frames	Good	Good	Good	Good	Good	Good	Good	Good
Floors	Good	Good	Good	Good	Good	Good	Good	Good
Keelsons	Good	Good	Good	Good	Good	Good	Good	Good
Stringers	Good	Good	Good	Good	Good	Good	Good	Good
Inner Bottom Plating	Good	Good	Good	Good	Good	Good	Good	Good
State if Tanks now tested	Good	Good	Good	Good	Good	Good	Good	Good
Bulkheads	Good	Good	Good	Good	Good	Good	Good	Good
Ceiling	Good	Good	Good	Good	Good	Good	Good	Good
Cement or Asphalt (State which.)	Good	Good	Good	Good	Good	Good	Good	Good
Rudder	Good	Good	Good	Good	Good	Good	Good	Good
Windlass	Good	Good	Good	Good	Good	Good	Good	Good
Have Pumps now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Have Sluice Valves now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Have Watertight Doors now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Dblng. Plates under Sounding Pipes	Good	Good	Good	Good	Good	Good	Good	Good
Engine Room Skylights	Good	Good	Good	Good	Good	Good	Good	Good
Coal Bunkers, Open'gs, Lids, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Scuppers	Good	Good	Good	Good	Good	Good	Good	Good
Cargo Hatchways	Good	Good	Good	Good	Good	Good	Good	Good
Hatches	Good	Good	Good	Good	Good	Good	Good	Good
Planking of Wood Vessels	Good	Good	Good	Good	Good	Good	Good	Good
Treenails	Good	Good	Good	Good	Good	Good	Good	Good
Breasthooks & Stemson	Good	Good	Good	Good	Good	Good	Good	Good
Transoms, Pointers, & Crutches ditto	Good	Good	Good	Good	Good	Good	Good	Good
Timbers of Frame at openings	Good	Good	Good	Good	Good	Good	Good	Good
Ditto ditto at other places ditto	Good	Good	Good	Good	Good	Good	Good	Good
Stringers, Clamps & Shells	Good	Good	Good	Good	Good	Good	Good	Good
Salting (State if examined.)	Good	Good	Good	Good	Good	Good	Good	Good
Copper, or Y.M. (State if on Felt.)	Good	Good	Good	Good	Good	Good	Good	Good
When put on, Month	Good	Good	Good	Good	Good	Good	Good	Good
Year	Good	Good	Good	Good	Good	Good	Good	Good
Boats	Good	Good	Good	Good	Good	Good	Good	Good
Masts, Yards, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Condition, how ascertained	Good	Good	Good	Good	Good	Good	Good	Good
(State if wedges removed)	Good	Good	Good	Good	Good	Good	Good	Good
Sails	Good	Good	Good	Good	Good	Good	Good	Good
Equipment letter	Good	Good	Good	Good	Good	Good	Good	Good
Anchors, No. of	Good	Good	Good	Good	Good	Good	Good	Good
Cables (State if now ranged)	Good	Good	Good	Good	Good	Good	Good	Good
length (on board)	Good	Good	Good	Good	Good	Good	Good	Good
size	Good	Good	Good	Good	Good	Good	Good	Good
Rule length (per Table 22)	Good	Good	Good	Good	Good	Good	Good	Good
size	Good	Good	Good	Good	Good	Good	Good	Good
Hawsers & Warps	Good	Good	Good	Good	Good	Good	Good	Good
Standing & Running Rigging	Good	Good	Good	Good	Good	Good	Good	Good

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, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of ss No. 1-98 and pnd98, &c."

This vessel being now in a good and efficient condition is eligible in my opinion to remain as classed, to be credited with the above noted examination as part of S.S. No 3, and to have record of survey 11-98.

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 28)

Special Damage or Repair Fee (if any) (per Sec. 28.)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

Received by me,

(State if on Felt.)

8/11 98

20/11 99

J. Shilstone.

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

Committee's Minute

Character assigned

FRI. 11 NOV 1898

100A1 Spar dk.

TUES. 7 FEB 1899

FRI. 24 MAR 1899

FRI. 29 SEP 1898

Lloyd's Register

Foundation

LON716-0537/2



S. S. "Maine"

on account of damage viz.

Two fractured shell plates on Starboard bow renewed, one fractured frame and reversed frame shifted and renewed, all started rivets in keel and fore peak renewed, fractured plate of double bottom in fore hold doubled and all started rivets in web frame, lugs renewed

To complete S. S. No 3 the following requires to be done viz. After peak to examine and test. Fore Peak tank to test. Double bottom in No 2 Hold to examine internally. No 3 & 4 Holds to examine and double bottom in these holds to test. Entire machinery space to examine with decks and general equipment, including pumps, sluices and watertight doors.

J. Shilston.