

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

(Received at London Office) **FRI. 28 JUL 1899**Date of writing Report **27 July 1899** When handed in at Local Office18. Port of **London**No. in Reg. Book. Survey held at **London**Date, First Survey **1 July** Last Survey **26 July 1899****454** on the Machinery of the **Wood, Iron or Steel****S. S. Maryland** Master **J. D. Marshall**Tonnage { Gross **2863**
Net **1814**Vessel built at **West Hartlepool** By whom **W. Gray & Co**YEAR. MONTH. When **1886** - **11**Registered Horse Power **310**Engines made at **West Hartlepool** When **1886** Boilers, when made (Main) **1886** (Donkey) **1898**No. of Main Boilers **2**Owners **Atlantic Transport Co. Ltd** Port **London**Voyage **America**No. of Donkey Boilers **1**Steam Pressure in Main Boilers **185 lb**Surveyed Afloat & in Dry Dock **India & Union**

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

in Donkey Boilers **187 lb**

Last Survey No. Port

Particulars of Examination and Repairs (if any) **Comp of Lul - B.S. 100 A1 - 11.98** **+ L.M.C 4.95**

(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.)

B.S. Lul 2-95 **BS 11.98** **NAB 98**

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " **Donkey Boilers Crew**

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?

To what pressure were they afterwards adjusted under steam? **blow 15.3 lb**

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam? **blow 15.0 lb**

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft **Stem Bush rewooded**If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? **Complete.****Vessel placed in dry dock. Examined propeller, Stem Bush (rewooded) Propeller shaft (drawn) & all Sea Connections & fastenings & found satisfactory.****Examined all Crank (with exception of pins), Lunnel, & Thrust shafting & found satisfactory.****All Main Bearing bushes, M.P. pin bushes, & all Lunnel bushes refilled with patent metal & relined. L.P. M.P. top end bushes renewed. M.P. valve spindle renewed. All Pump****Rods & Rams trued up, Slants rebushed & neck rings renewed. Examined Main Boilers externally & internally & found****them in fair condition. All plain Tubes renewed. Sewal seams touched up. Examined Main Boilers under hydraulic****test to 185 lb & found them tight. Safety valves satisfactory. Examined Main & Donkey Boilers under steam &****adjusted Safety valves & blow at working pressures.**General Observations, Opinion, and Recommendation: **The Machinery of this vessel,**

(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. 9.97, B.S. 11.98, or L.M.C. 9.97, 140 lb., F.D., &c.)

so far as seen, is now in a safe working condition & slightly in my opinion, to have + L.M.C 11.98. B.S. 7.99 Recorded in the Register of the Society.Office or Registration Fee (per Sec. 27) **2**

Fees applied for

Survey Fee (per Section 28) **2.0.0****7/8 18 99**Special Damage Fee (per Section 28) **4.0****19.8 18 99**Travelling Expenses (if chargeable) **1.16.0**

Received by me,

State if Certificate is required

19.8 18 99

Committee's Minute

FRI. 4 AUG 1899**FRI. SEP 15 1899**

Assigned

+ L.M.C 11.98**B.S. 7.99****Thomas R. Blackie**
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.**Lloyd's Register**
Foundation**LON 719-0063**

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

Screw shaft, sea connections
Hull shafting examined
Shorn lark removed &
Slight repairs to engine & main
Bulder

It is submitted that
this vessel is eligible for
THE RECORD. + Lm 611-48

+ B.S. 4-99

6m 10/49
28/49

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 to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation