

# REPORT of SURVEY for REPAIRS, &c.

(Received at London Office, 30/10/81)

No. 5529

No. in Survey held at Glasgow and Date, first Survey 26 April Last Survey 10 Oct. 1881

Reg. Book. on the Iron S.S. Maggie

Master H. Anderson

Official Number 63301  
TONNAGE under Tonnage Deck 131.15  
Ditto of Spar Deck, or Avoing Deck  
Ditto of Poop 57  
Ditto of Raised Qr. Dk. 21.28  
Ditto of Houses on Deck 27.40  
Ditto of Forecastle  
Gross Tonnage 180.34  
Clear Space, as per Rule  
Register Tonnage, out on Beam 23.02  
Engine Room 57.71  
Reg. Tons as St' mer, cut on Bm. 91.61

Built at Liverpool

When built 1870

Owners A. A. Cuthbert

Port belonging to Glasgow

Residence Glasgow

By whom built Brownrigg

Destined Voyage Coasting

If Surveyed Afloat or in Dry Dock Govan dry dock and afloat

Length of Poop ft. Ditto, Forecastle 20 ft. Ditto, Raised Quarter Deck 37.6 in ft.

Classed B. 1.

Last Survey, No. 23595

Port Iron

REPAIRS, OR EXAMINATION AS PER RULE Alterations and S.S. No. 3.

S.S. No. 2-79. 5.79

Cause of Repairs to be clearly stated.

A raised quarter deck - 37 ft. 6 in. long; a bridge deck house, 24 ft. 6 in. long; and a monkey forecastle, 20 ft. long, have now been added to this vessel in accordance with the arrangements and scantlings shown on the approved sketch, returned herewith. The decks are all renewed as follows; the upper deck of 3 inch yellow pine, the raised quarter deck of 2 1/2 inch yellow pine, and the bridge house and forecastle decks of 2 1/2 inch yellow pine. Iron bulkheads formed of plates 1/4 inch thick stiffened with vertical angle irons 2 1/4 x 2 1/4 x 5/16 spaced 30 ins. apart, are fitted in the positions shown on the longitudinal plan, and 2 of these bulkheads are additional to the number previously in the vessel.

The bottom of the vessel examined and a few defective rivets renewed. The rudder plating repaired. Under the boilers, the garboard plates where worn in two frame spaces, doubled on the inside; also 8 floors

Present Condition of the

Decks	good	Keelsons	good	Windlass and Capstan (iron)	good
Waterways		Breasthooks and Stems		Pumps	
Comings		Transoms, Ribs, and Chutes		Boats	
Upper Deck Beams & Fastenings		Timbers of the Frame at the openings		Masts, Yards, &c.	
Lower Deck Beams & Fastenings		Ditto Ribs at other places		Condition, how ascertained	from deck
Planksheers		Keelsons		Sails	good
Sheerstrakes		Churns and Shells		Anchors No. of	2 B. 1 B. 1 H.
Topsides	Plating	Ceiling		Cables	ranged - see over
Wales		Rudder		Hawsers and Warps	75 fms. 6" x 90 of 4"
Plank (Bottom) and Counter		Copper (or Y.M.)	When put on	Standing & Running Rigging	good
Engine Room Skylights	good	Caulking of		Cargo and Main Hatchways	good
Coal Bunker, Openings, Lids, &c.	good	Bottom, Deck, & Waterways	good	Hatches	good
General Observations, Opinion as to Class, &c.		Scuppers	good		

The alterations above described having been completed as approved, the requirements for the S.S. No. 3 complied with, and the vessel being now in good and efficient condition, with the equipment in some respects above the requirements of Table 22, we are of opinion that she is eligible to remain as classed; viz. B. 1, and to be marked S.S. No. 3-1881, in the Register.

The Amount of Entry Fee ... £ 12 : 12 : 0 received by me, 27/10/1881

Special ... £ 12 : 12 : 0

Certificate (if required) to be sent as per margin... £ 2 : 6

(Travelling Expenses, if any, £ 1-1-0)

Committee's Minute

Tuesday, November, 1st. 1881.

Character assigned

B. 1. S.S. No. 3, 1881

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



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GLS 146-0137



renewed; 8 frames and keelson frames repaired with efficient doubling angle irons; and 2 angle irons at the lower edge of the middle line keelson renewed.

All the ceiling removed, the iron work clipped or beaten free from rust and re-coated; the cement renewed under the boilers and made good where necessary elsewhere; the ceiling renewed of 2" pine and relaid as before.

The equipment has been supplied in accordance with the increased size of the vessel through the addition of the raised quarter deck, bridge house and fore-castle, and with reference to Table 22 as follows:

15 fms. of 1" chain supplied previously, see Glasgow Report No. 4890, May 1879, Tons 27  
 90 fms of 1" chain. Certif. No. 3589, dated Nether-ton 3 Mar. '77, signed D. G. Lewis. Tons 18  
 30 fms of 1" chain. Certif. No. 10140. do do. 12 Sept. '81 do do

Total 135 fms. of 1" chain.

15 fms. of  $\frac{9}{16}$  stream chain previously supplied

30 fms of  $\frac{9}{16}$  chain. Certif. No. 10139, dated Nether-ton 12 Sept. '81, signed D. G. Lewis. Tons  $7\frac{1}{2}$

Total 45 fms. of  $\frac{9}{16}$  stream chain.

1<sup>st</sup> Bower Anchor 7.0.27 (ex. stock). Certif. No. 4094, Nether-ton 3 May '77, signed D. G. Lewis. Tons 9.9.10

2<sup>d</sup> do. 4.0.0 (do.) do. 11.6.95 do. 19 Sept. '81. do. Tons 6.7.20

Stream Anchor, 2.3.21, tested and previously supplied, also a hodge of sufficient size and weight previously on board. Hawsers, 75 fms 6" & 90 fms 4".

The number regulating the equipment is obtained thus:-

Half breadth 9.5 feet

Depth 10.2

Girth 15.0

$$34.7 \times 110.5 = 4111$$

add  $\frac{1}{10}$

$$\frac{411}{4522}$$

The number for the equipment.

G. Stanbury  
 W. S. Munford



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