

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

No. 9245 Date of Writing Report July 10<sup>th</sup> 1889 Port of Glasgow  
 Reg. Book. 63 Survey held at Glasgow Date, first Survey 28<sup>th</sup> June Last Survey July 8<sup>th</sup> 1889  
 on the Machinery of the "S. S. Maggie" Master A. McQueen No. of Visits 2  
 Tonnage Gross 168 Net 78 Vessel built at Liverpool By whom P. P. Brownrigg When 1870 YEAR. MONTH. 7  
 Registered Horse Power 25 Engines made at Glasgow When 1876 Boilers, when made (Main) 1881 (Donkey) -  
 No. of Main Boilers One Owners Nobel's Explosives Co. Ltd Port Glasgow Voyage -  
 Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Both from Slipway Class of Vessel & Machinery A. I. 6-87  
 in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) S. S. Grk. N<sup>o</sup> 1. 86.  
L.M.C. 6-86.

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Annual Survey of Boiler & Docking  
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case \_\_\_\_\_

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes

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? ✓

The main boiler of this vessel prepared for survey and examined over all parts. Safety valves overhauled. Forward boiler in fair condition throughout except at the combustion chamber of Starboard furnace where bottom plate was found very thin near to old lotted patch - Defective part entirely cut out, and a new piece, fitting in that part covered by the old patch, has been fitted - partly riveted & partly lotted.

Steam raised & safety valves adjusted. When vessel was on slipway all sea connections overhauled - propeller & fastenings examined.

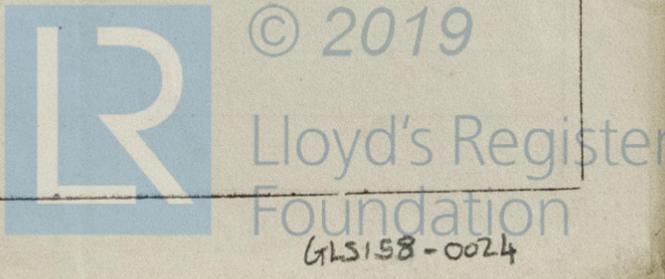
General Observations, Opinion, and Recommendation:—  
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

This main boiler is now in safe working condition and I am of opinion the machinery is eligible to remain as classed in the Register Book with the notification B.S. 7-89.

Office or Registration Fee (per Sec. 27).....	£ : : :	Fees applied for <u>18/4</u> 188 <u>9</u> <u>✓</u>
Survey Fee (per Section 28).....	£ 2 : 2 : -	
Special Damage Fee (per Section 28).....	£ : : :	
*Certificate (if required) as per margin.....	£ : : :	
Travelling Expenses (if chargeable).....	£ - : 4 : 11	Received by me, <u>12/4</u> 188 <u>9</u>

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

Committee's Minute FRIDAY 12 JULY 1889  
 Assigned 19 5 7/89



Rep. of Survey for Repairs, &c., of Engines & Boilers. (The Surveyors are requested not to write on or below the space for Comm.)

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

9275 eps.

It is submitted that this vessel is eligible to have B.S. 7-89 recorded  
W.D.  
11-7-89

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.

*[Faint, mostly illegible handwritten text, likely bleed-through from the reverse side of the page.]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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