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

(Received at London Office, 11/7/89)

No. 92245 Date of Writing Report July 10th 1889 Port of Glasgow.

No. in Reg. Book. 63 Survey held at Govan. ~~Glasgow~~ Date, first Survey 28th June Last Survey July 8th 1889

on the Machinery of the S.S. "Maggie" Master A. McGregor No. of Visits 2

Tonnage { Gross 168. Net 78

Registered Horse Power 25.

No. of Main Boilers One.

Steam Pressure in Main Boilers 75

In Donkey Boiler ✓

Vessel built at Liverpool By whom P. P. Brownrigg When 1870 (Year) 7 (Month)

Engines made at Glasgow When 1876 Boilers, when made (Main) 1881 (Donkey) ✓

Owners Nobel's Explosives Co. Ld. Port Glasgow Voyage ✓

If Surveyed Afloat or in Dry Dock (State name of Dock.) Both. Govan Slipway Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) ✠A.1. 6-87. S.S. Grk. No. 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.
Found boiler in fair condition throughout except at the combustion chamber of Starboard furnace where bottom plate was found very thin near to old bolted patch. Defective part entirely cut out, and a new piece, taking in that part covered by the old patch, has been fitted. partly riveted & partly bolted.
Steam raised & safety valves adjusted.
When vessel was on slipway all sea connections overhauled. propeller & fastening 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 18/7/1889
Survey Fee (per Section 28)	£ 2 : 2 : ✓	
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	Received by me, 18/7/1889
Travelling Expenses (if chargeable)	£ ✓ : 4 : 11	

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

Committee's Minute FRIDAY 12 JULY 1889

Assigned B S 7/89

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

9275 gs.

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

W.A.

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.

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.