

11681

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

MON, 8 AUG 1892

No. 11681 Date of Writing Report August 1892 Port of Glasgow
(Received at London Office)
No. in Reg. Book 52 Survey held at Andromachy Date, first Survey and Last Survey July 27th 1892
on the Machinery of the S. S. Maggie Master C. Campbell No. of Visits one
Tonnage Gross 168 Net 78 Vessel built at Liverpool By whom P. P. Brownrigg When 1870 - 7
Registered Horse Power 25 Engines made at Glasgow Boilers, when made (Main) 81 (Donkey) None
No. of Main Boilers one Owners Nobels Explosives Co Port Glasgow Voyage Coasting
Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Afloat Class of Vessel & Machinery A.1. 6-91
in Donkey Boiler ✓ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 6-90
Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual Survey of Boiler
(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 Main Boiler separately and make a thorough examination at this time? Yes
Do. " Donkey " " " Not donkey boiler.
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? Yes
At what pressure were they afterwards adjusted under steam? Not yet adjusted.
Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓
To what pressure were they afterwards adjusted? ✓

Main boiler & connections prepared for survey and examined over all parts.
Since last survey, stated to be in June last - about 32 new tubes have been fitted completing the retubing of the boiler. The covering plate over the centre ring seam on shell bottom has been extended.
The combustion chamber grider stays are now somewhat reduced in thickness by corrosion and it has been arranged to take them off and have new ones fitted on the return of the vessel in about a month from date.
No opportunity was afforded at this time for adjusting the safety valves under steam, but this will be done on the vessel's return after the griders have been fitted.
The owners have been notified as to the requirements for completion of survey.

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)
This boiler is now in safe working condition and eligible in my opinion to remain as classed in the Register Book without fresh record of survey until the above requirements have been complied with.

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	:	18
Special Damage Fee (per Section 28)	£	:	
Travelling Expenses (if chargeable)	£	:	Received by me,
			18

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

*State if Certificate is required
Committee's Minute
Assigned Deferred
for compl^{tn}

TUES. 9 AUG 1892

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.

8-8-91

complicated world.
It took me almost 4 years to write the above
conclusion and despite my own opinion the reason

The letter is

There is a great deal of

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.