

No. 13820

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

(Received at London Office)

MON 15 JUL 1895

Date of writing Report 18. When handed in at Local Office 18. Port of *Glasgow*
 No. in Reg. Book. *555* Survey held at *Glasgow* Date, First Survey *16 April* Last Survey *10 July* 1895
 on the Machinery of the Wood, Iron or Steel *"Maggie" new "Paver"* Master *J. H. Wilson*
 Tonnage { Gross *1032* Net *380* Vessel built at *Belfast* By whom *Worthman, Clark & Co* When *1883* YEAR. MONTH.
 Registered Horse Power *99* Engines made at *do.* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 No. of Main Boilers *1* Owners *James S. S. G. L. (J. Jack J. M.)* Port *Glasgow* Voyage
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Brown* (State name of Dock.)
 Steam Pressure in Main Boilers *85 lbs.* in Donkey Boilers *50 lbs.*

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

CHARACTER. For Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned to expire.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+100A1</i> <i>12, 94</i> <i>S.P.G. 703.7.89</i>		<i>+Z.M.C. 2, 94</i>

Last Survey No. Port

Particulars of Examination and Repairs (if any) *+Z.M.C.*

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

Do.

Donkey

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

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

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock, tail shaft drawn in & examined found much corroded in way of brass liners & liners slack, a new shaft has now been fitted (report hereto attached). All sea cocks & valves with their connections opened up, examined, repaired & renewed as required. Put in good order & condition. All parts of Machinery opened up & examined viz. Cylinders, Pistons, valves, Pumps, Shafting etc. overhauled & put in good working order. Condenser opened up, cleaned & examined. Main Boiler opened up, cleaned, sealed, & examined. Centre Furnace renewed, all plain tubes renewed, a large number of screwed stays renewed, also 8 girders & stays renewed on Comb. chamber tops. & all landings caulked & made tight as required. The Boiler afterwards being subjected to a hydraulic test of 120 lbs. with satisfactory result. Donkey Boiler opened up, cleaned, sealed & examined.

General Observations, Opinion, and Recommendation:—*The Machinery of P.T.O.*

(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. 4, 94, B.M.S. 4, 94 or L.M.C. 4, 94, 140 lb., F.D., &c.)

this vessel is now in good order & in my opinion eligible to remain as classed in the Society's Register Book with the fresh record of Survey +Z.M.C. 7, 95.

Office or Registration Fee (per Sec. 27) £ *3 18 6*
 Survey Fee (per Section 28) £ *11 4 18 95*
 Special Damage Fee (per Section 28) £ *18 7 95*
 Travelling Expenses (if chargeable) £ *17 7 18 95*

Fees applied for

Received by me,

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

*State if Certificate is required

Committee's Minute *TUES 16 JUL 1895*Assigned *+L.M.C. 7, 95*

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GLS172-0300

State if a Report is also now sent on the Ship, or if not whether, and when, one will be sent.

*Certificate to be sent to

16-LRPH—Report No.—Train

(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.

account of wear & tear
 New Tail shaft fitted, extensive
 repairs to Main Boiler & moderate
 repairs to Machinery &
 Donkey Boiler effected

It is submitted that
 this vessel is eligible for
 THE RECORD: + LMC993

F. J. J. J.
 15.7.95
 1382046

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.

an efficient Patch has been fitted on Shell
 in way of blow down Cock & Cock rejointed,
 a new Spring & valve has been fitted to
 Safety Valve. Steam has been raised
 on Main & Donkey Boilers & their Safety
 Valves adjusted to safe working pressures.

M.
 1895

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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