

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

(Received at London Office

THUR. 17 FEB 1898

Date of writing Report 8<sup>th</sup> Feb 98 18 98 When handed in at Local Office 8<sup>th</sup> Feb 98 18 98 Port of Glasgow  
No. in Reg. Book. Survey held at Glasgow Date, First Survey 1<sup>st</sup> Feb 98 Last Survey 5<sup>th</sup> Feb 18 98  
57 on the Machinery of the Wood, Iron or Steel S. S. Maggie Master J. Johnston  
Tonnage Gross 160 Net 50 Vessel built at Liverpool By whom P. P. Brownrigg When 1870 7  
Registered Horse Power 25 Engines made at Glasgow When 1876 Boilers, when made (Main) 1881 (Donkey)  
No. of Main Boilers 1 Owners Paton & Hendry Port Glasgow Voyage coasting  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Kilmahong Ship Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port  
Particulars of Examination and Repairs (if any) breaking  
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 spare propeller shaft fitted, state whether new? ✓  
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

Propeller shaft drawn, stern bush renewed, & spare propeller shaft fitted, also spare propeller. Shafting all lined up.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is now, so far as seen, in good working condition, & eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18  
Survey Fee (per Section 28) £ : : Received by me, 18  
Special Damage Fee (per Section 28) £ : :  
Travelling Expenses (if chargeable) £ : :  
Committee's Minute FRI. 18 FEB 1898  
Assigned

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

\*Certificate to be sent to



Scow shaft renewed, also propeller shafting  
all lined up.

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.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

The Surveyor should be requested to state  
if the scow shaft was found to be  
defective & if so, what was the nature  
of the defect & whether due to  
damage or other cause, in  
accordance with circular  
No 982

LS  
17/2/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation