

No. 16739

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

(Received at London Office)

Date of writing Report 18 When handed in at Local Office 18 Port of *Glasgow*
No. in Reg. Book. Survey held at *Glasgow* Date, First Survey *28 Dec 98* Last Survey *15 Jan 99*
57 on the Machinery of the ~~Wood~~ Iron or Steel *S.S. "Maggie"* Master *McGellan*
Tonnage { Gross *100* Vessel built at *Liverpool* By whom *P.P. Brownrigg* When *1870*
Net *50* Engines made at *Glasgow* When *86* Boilers, when made (Main) *88* (Donkey) *88*
Registered Horse Power *25* Owners *Paton & Hendry* Port *Glasgow* Voyage *Coasting*
No. of Main Boilers *1* *Surveyed* *4* *float on in Dry Dock* *Kilwinburgh Slip* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers *75* in Donkey Boiler *✓* (State name of Dock.)

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Damage*

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

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>+ A1</i> <i>2-98</i>		<i>LMC 3-96</i> <i>BS. 8-98</i>
<i>S.S. 2nd No. 3-3-96</i>		

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?

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

On account of damage this vessel was placed on the shore slip for examination it was found that three of the propeller blades were broken, the propeller shaft was drawn in for examination found in good order. This opportunity was also taken to line up stem bush withignum vita.

General Observations, Opinion, and Recommendation:— *As far as seen the machinery of this vessel is now in good order & in my opinion eligible to remain as classed*
(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. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ 1 : 1 :
Travelling Expenses (if chargeable) £ : 19 :
Fees applied for *1. 2. 18 99*
Received by me, *3/2/99*

A. McLeod & H. G. Smith
Engineer Surveyors to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute *FRI. 3 FEB 1899*

Assigned *As now*

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GLS183-00870n

Damage, by Collision.
Screw shaft examined.
Propeller found broken and
removed.
Hull & Deck Skin work relined.

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.

A.C.H.

2.2.99.



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.