

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

(Received at London Office) **FD 9 MAR 1894**

Date of writing Report 18 \_\_\_\_\_ When handed in at Local Office 18 \_\_\_\_\_ Port of Glasgow

No. in Reg. Book. Survey held at Troon Date, First Survey 1894 Last Survey 24<sup>th</sup> Feb 1894

92 on the Machinery of the Wood, Iron or Steel Saint Margaret Master J. Wilson

Tonnage { Gross 449 Vessel built at Bowling By whom Scott & Co When 1889 MONTH 3  
 Net 183

Registered Horse Power 80 Engines made at Glasgow When 1889 Boilers, when made (Main) 1889 (Donkey)

No. of Main Boilers \_\_\_\_\_ Owners R. Harper Port Glasgow Voyage Coasting

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Afloat Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boiler \_\_\_\_\_

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Afloat not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1 2.93		+L.M.P. 2.93

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.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Not done

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? \_\_\_\_\_

Examined the Shackles & connections & found them good.

The vessel's bottom had been set up under the engine room. Recommended the stuffing to be disconnected & it was then found to be in line.

The stuffing has been coupled up again.

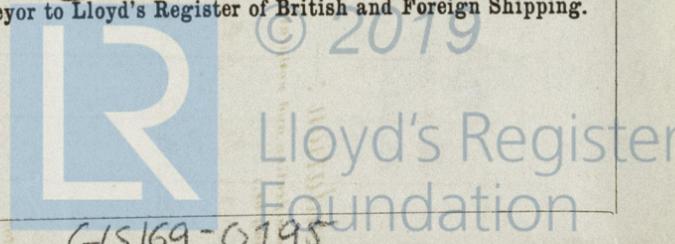
General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for <u>8/3 1894</u>
Survey Fee (per Section 28).....	£ : :	
Special Damage Fee (per Section 28).....	£ 1 : 1	Received by me, <u>8/3 1894</u>
Travelling Expenses (if chargeable).....	£ " : 6 : 6	

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

\*State if Certificate is required \_\_\_\_\_  
Committee's Minute TUES. 15 MAR 1894

Assigned As now



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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.**

W.D. 9-3-94

*[Faint, mirrored handwriting, likely bleed-through from the reverse side of the page. The text is largely illegible due to fading and bleed-through.]*



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