No. 12463

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

(Received at London Office FRI 9 MAR 1894)

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

No. in Reg. Book. 92 Survey held at Troon Date, First Survey ✓ Last Survey 24th Feby 1894 (No. of visits)

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

Tonnage { Gross 449 Net 183

Registered Horse Power 80

No. of Main Boilers

Steam Pressure— in Main Boilers 160 in Donkey Boiler

Vessel built at Bowling By whom Scott & Co When 1889 · 3. (YEAR. MONTH.)

Engines made at Glasgow When 1889 Boilers, when made (Main) 1889 (Donkey)

Owners R. Harper Port Glasgow Voyage Coasting

If Surveyed Afloat or in Dry Dock Delta Dry Dk (State name of Dock.)

Last Survey No. ..... Port .....

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 2·93		+L.M.C. 2·93

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 due

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 Seacocks & connections & found them good.

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

The shafting 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.

(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. 0,92, B.&M.S. 0,92 or ✠L.M.C. 0,92, as the case may be.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for 8/3/1894
Survey Fee (per Section 28)	£ : :	
Special Damage Fee (per Section 28)	£ 1 : 1 : 0	Received by me, 8/3/1894
Travelling Expenses (if chargeable)	£ " : 6 : 6	

*State if Certificate is required

Committee's Minute TUES. 13 MAR 1894

Assigned As now

C. G. Bromeyer.

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

(The Surveyors are requested not to write on this side, or if not whether, and when, one will be sent.)

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

12763 gls

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.

WA.
9-3-94