

No. 14251

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

MON. MAR 2 1896

Date of writing Report 18 When handed in at Local Office 18

No. in Reg. Book. Survey held at Glasgow Date, First Survey 14 Feb Last Survey 25 Feb 1896

99 on the Machinery of the Wood, Iron or Steel "Saint Margaret" Master Wilson

Tonnage Gross 478 Net 178 Vessel built at Bowling By whom Scott & Co When 1889 3

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

No. of Main Boilers 1 S.B. Owners R. Harper. Port Glasgow Voyage Coasting

No. of Donkey Boilers 1

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

in Donkey Boilers 80

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage + 100 A.I. + L.M.C.

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
4.95		2.93
S.S. not. 93		138.4 95

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes & found it in a good condition

Do. " Donkey " " " Yes & found it in a good condition

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? Yes & found them in a good condition 160 lb

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes & found it in a good condition 60 lb

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time? Yes. See below.

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

Examined the sea cocks & connections & found them good.

An examining the tailshaft it was found that the aft liner was slightly slack. The liner has been renewed and the shaft has been replaced.

Examined the tunnel & thrust shaft & found them good. The engines of this vessel are placed aft.

Damage. The high pressure packing ring was found broken into small bits and the cylinder sides cut. Recommended the H.P. cylinder to be bored out (its diameter is now 15 3/4 inches) and recommended all the cylinders and slide valves to be opened out. This has been done and all found in good condition.

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 for the record B.S. 2.96.

Office or Registration Fee (per Sec. 27) £ 1.19

Survey Fee (per Section 28) £ 2.18

Special Damage Fee (per Section 28)

Travelling Expenses (if chargeable)

Fees applied for 24/2 1896

Received by me, 24/2 1896

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

*State if Certificate is required

Committee's Minute TUES. MAR 3 1896

Assigned B.S. 2.96