

REPORT of SURVEY for REPAIRS, &c.

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 25th March Last Survey 6th May 1894

(No. of Visits)

on the Wood, Iron or Steel Steamer "Saint Margaret" Master Harigain

YEAR. MONTH.

TONNAGE:—

Built at Bowling

By whom Scott & Co.

When 1889 3

GROSS 478

UNDER DK. 349

NET 178

Owners T. Heiton & Co. Lim (R. Harper mgr.)

Port belonging to Dublin

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock headwside Destined Voyage boasting

WB=Cell D B & D Ba 94 feet; uE&B — feet; f — feet; }
total capacity 152 tons. FPT 26 tons; APT — tons; MT — feet — tons.

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

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 A. 1. 1. | | +100 A. 1. 1. |
| 2.96 | | 2.93 |
| S.S. Bwg. No. 1-93 | | B.S. 2.96 |

Last Survey, No. 14257^a Port JCS

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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified 1 ft. 0 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey No. 2.

This vessel has been placed on slipway, the bottom cleaned, examined, and recoated. The hold, peaks and bunkers cleared, all close ceiling removed from top of tanks of cell. D. B. the tank top plating, also side plating and framing in hold, bunkers and Engine & Boiler space sealed, and recoated; the tanks of cell D. B. and fore peak tank tested by water pressure examination made inside of same. After peak examined, chain cables ranged and examined, masts and rigging examined; lead pumps, sluices and watertight doors examined.

Repairs through wear & tear — Rudder pinches bushed, several pitted rivets at fore end of vessel in B strike renewed, cement in

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Faired or Repaired ...

Plates. Frames. R. Frames. Floors. Beams. Str. Plates. Dk. Plates. Other Items:—

PRESENT CONDITION OF THE

Decks good

Waterways

Coamings

Up'r Dk. Beams & Fastenings

Low'r Dk. Beams & Fastenings

Plating

Planking

Rivets or Treanils

Breasthooks & Stemson

Transoms, Pointers, & Crutches

Timbers of Frame at the openings good

Ditto ditto at other places

Keelsons

Stringers, Clamps & Shells

Siding

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bot'm, D'k, & Wat'rwys

Copper or T.M.

(State if on Felt.)

When put on Month Year

Rudder good

Windlass & Capstan

Have Pumps now been examined and found efficient? yes

Have Sluice Valves now been examined and found efficient? yes

Have Watertight Doors now been examined and found efficient? yes

Dblng. Plates under Sounding Pipes good

Engine Room Skylights

Coal Bunker, Open'gs, Lids, &c.

Scuppers

Cargo & Main H'tch'wys.

Hatches good

Boats

Masts, Yards, &c.

Condition, how ascertained by examⁿ

(State if wedges removed no)

Sails

Equipment letter

Anchors, No. of 3 B-18-1K

Cables (State if now ranged) yes

length 125 size 1 1/2

(on board)

Rule length 125 size 1 1/2

(per Table 22)

Hawsers & Warps good

Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is in a good and efficient condition and in our opinion eligible to remain as classed, and to have record of survey 5.97 and the notation of S.S. JCS. No. 2.97

Office Fee (if chargeable) per Scale 12, Sec. 27 £

Survey Fee (per Section 25) £ 44 10

Special Damage or Repair Fee (if any) £

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Fees applied for,

28/5/94

Received by me,

29/5/94

Surveyor to Lloyd's Register of British & Foreign Shipping.

FRI. 10 SEP 1897

Committee's Minute

Character assigned

Deferred for completion of machinery

FRI. 9 JUL 1897

Deferred

Lloyd's Register

No. 2-97

+ 2 mch 98

No. 2

MON 31 MAY 1897

Port of *Glasgow*

Continuation of Report No. *15233* dated *6th May 1894* on the

Saint Margaret

in fore peak tank repaired, eleven reverse frames in hold on port side and eight on Starb^d side repaired with back angles, two reverse frames in bunters on each side of vessel and six in way of boilers repaired with back angles between side stringer and deck beams. the double reverse frames to two floors at fore end of boiler repaired with part new lengths, the top and bottom angles of middle line keelson at fore end of boiler repaired with part new lengths

H. G. H.