

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

(Received at London Office,

WED 30 APRIL 1890

No. *9496* Date of Writing Report *April 29<sup>th</sup> 1890* Port of *Glasgow*  
No. in Reg. Book. *792* Survey held at *Glasgow* Date, first Survey *16<sup>th</sup> April* Last Survey *26<sup>th</sup> April 1890*  
on the Machinery of the *S. S. Clan Mc Intosh* Master *M<sup>r</sup> Allister* No. of Visits *6*  
Tonnage Gross *3985* Net *2636* Vessel built at *Greenock* By whom *Scott & Coy* When *1883* YEAR. MONTH. *6*  
Registered Horse Power *600* Engines made at *Greenock* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*  
No. of Main Boilers *Two* Owners *Cayzer, Irvine & Coy* Port *Glasgow* Voyage *100 A 1*  
Steam Pressure in Main Boilers *85 lbs* If Surveyed Afloat or in Dry Dock *Afloat & Dry Dock* Class of Vessel & Machinery *S.S. 573, N<sup>o</sup> 4, 879*  
in Donkey Boiler *85 lbs* (State name of Dock.) *Queen's Dock & Gran Dock* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ LMC 4, 89.*

Last Survey No. Port

## Particulars of Examination and Repairs (if any) *Annual Survey*

(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 should be separated from

Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *Yes.*

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?

*When this vessel was in this Port Main & Donkey Boilers opened out, and on examination found in good condition.*

*Boiler mountings including safety valves all opened out & put in good working order.*

*Pistons, valves, cybs, pumps & connections all opened out, H. P. piston packing pumps found worn very much, recommended new rings & springs, which has been fitted.*

*Shafting opened out, and on examination found flaw in L. P. Crank Pin, which does not appear to be extending any from old marks.*

*Vessel placed in Dry Dock, all sea cocks and valves opened out, and put in good order.*

*Propeller shaft drawn in, on examination found in good order, feather working slack, recommended it to be renewed & propeller refitted, which has been done satisfactorily.*

*Steam raised in Main & Donkey Boilers and safety valves adjusted to safe working pressure.*

## General Observations, Opinion, and Recommendation:—

(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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*This vessel's machinery is now in good and efficient working condition and eligible in my opinion to remain as classed in Register Book with the additional notation* **+ LMC 4, 90.**

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	2	:	<i>26/4 1890</i>
Special Damage Fee (per Section 28).....	£	:	:	
*Certificate (if required) as per margin.....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	<i>28/4 1890</i>

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

Committee's Minute *FRIDAY 2 MAY 1890*

Assigned *+ LMC 4/90*

*Glasgow*  
**L**  
Lloyd's Register  
Foundation  
GLS159-0319



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.

9796 GL

It is submitted that this vessel  
is eligible to have + SMC 4.90  
recorded.

M.A.

30.11.90



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.