

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

No. 10656 Date of Writing Report 6th May 1891 Port of Glasgow
 (Received at London Office, FRI. 8 MAY 1891)
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 28th April Last Survey 5th May 1891
 61 on the Machinery of the "S.S. 'Blair Macintosh'" Master W. C. Allister No. of Visits 5
 Gross 3985 Net 2636 Vessel built at Greenock By whom Scott & Co. When 1883-6
 Horse Power 600 Engines made at " When 1883 Boilers, when made (Main) 1883 (Donkey) 1883
 of Main Boilers Two Owners Cairnes Irvine & Co. Port Glasgow Voyage Indian
 Steam Pressure— 85 lbs. If Surveyed Afloat or in Dry Dock Both
 in Main Boilers 85 lbs. (State name of Dock.) Greenock Class of Vessel & Machinery +100A1
 in Donkey Boiler 85 lbs. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) +L.M.C. 4-90
 S.S. 'Blair Macintosh' 1-87

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Periodical
 (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 dry dock, the sea-cocks, propeller, and outside fastenings were examined, and found in good order. The forward web of afton crank was found to be seriously flawed; it was considered advisable to have this length of shafting, taken out and replaced by a new spare shaft, which has now been done. The pistons, slide valves and pumps found in good order. The main boilers and mountings were opened out for examination, and found in good order. The donkey boiler and mountings were also opened out for examination; it is in good order throughout, sixteen screwed stays to combustion chamber sides having been taken out, and replaced by new ones. The safety valves of main and donkey boilers have been adjusted to their respective working pressures, under steam.

General Observations, Opinion, and Recommendation:— *The machinery of this vessel, as far as seen, appears to be in an efficient state, and is, in our opinion, eligible to remain as classed, with notification L.M.C. 5-91*
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for 6/5/ 1891 Received by me, 6/5/ 1891
Survey Fee (per Section 28).....	£ 5 : 10 :	
Special Damage Fee (per Section 28).....	£ : :	
Fee (if required) as per margin.....	£ : :	
Expenses (if chargeable).....	£ : :	

W. Beveridge Walker & Robinson
 Engineer Surveyors to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 12 MAY 1891

Ed + L. M. C. 5/91



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

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.

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It is submitted that this vessel
is eligible to have
+ L.M.C. 5-91 recorded

W.A.
8-5-91

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

