

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

No. *10656* Date of Writing Report *6th May* 18 *91* Port of *Glasgow* (Received at London Office, *FRI, 8 MAY 1891*)
 No. in Reg. Book. *61* Survey held at *Glasgow* Date, first Survey *28 April* Last Survey *5th May* 18 *91*
 on the Machinery of the *R.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*
 Stere Power *600* Engines made at *"* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 of Main Boilers *Two* Owners *Cayzer Irvine & Co.* Port *Glasgow* Voyage *Indian*
 am Pressure *85 lbs* If Surveyed Afloat or in Dry Dock *Both*
 n Main Boilers *85 lbs* (State name of Dock.) *Govan* Class of Vessel & Machinery *100A1*
 n 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*

ast Survey No. *10656* Port *Glasgow*
 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 after 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	<i>6/5/ 1891</i>
Survey Fee (per Section 28).....	£ <i>5 10</i> -	Received by me,	<i>6/5/ 1891</i>
Special Damage Fee (per Section 28).....	£ : :	<i>A. Beveridge Walker & Robson</i>	
Fee (if required) as per margin.....	£ : :	Engineer Surveyors to Lloyd's Register of British and Foreign Shipping.	
Expenses (if chargeable).....	£ : :		

Committee's Minute *TUES. 12 MAY 1891*

+ L.M.C. 5/91

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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 have
+ L.M.C. 5-91 recorded

M.A.

8-5-91



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