

11188

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

30 DEC 01

(Received at London Office)

No. 11188 Date of Writing Report 23rd Dec^r 1891 Port of Glasgow
No. in Reg. Bk. 689 Survey held at Glasgow Date, first Survey 21st Dec^r 1891 Last Survey 23rd Dec^r 1891
on the Machinery of the S.S. *Blair Stuart* Master *O. Leslie* No. of Visits 3
Tonnage Gross 2094 Net 1355 Vessel built at *Dumbarton* By whom *A. McMillan & Sons* When 1879-2
Registered Horse Power 280 Engines made at *Glasgow* Boilers, when made (Main) 1889 (Donkey) 1889
No. of Main Boilers one Owners *Cayzer & Irvine & Co.* Port *Glasgow* Voyage *Indian*
Steam Pressure in Main Boilers ✓ If Surveyed *in* or *in* Dry Dock *Govan*
in Donkey Boiler ✓ Class of Vessel & Machinery *100A*
Last Survey No. Port

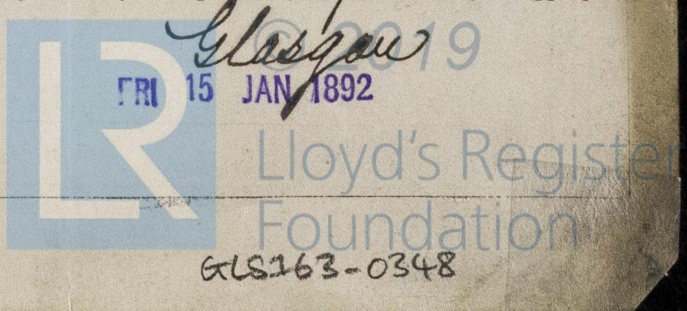
Particulars of Examination and Repairs (if any) *Docking*
(State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
Do. " Donkey " " " " No
If this was not done, state for what reasons? *No survey due*
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? No
Did the Surveyor examine the Safety Valves of the Main Boiler? No
At what pressure were they afterwards adjusted under steam? No
Did the Surveyor examine the Safety Valves of Donkey Boiler? No
At what pressure were they afterwards adjusted?

When this vessel was in dry dock, the sea-cocks were examined, also propeller and fastenings, and found in good order.

General Observations, Opinion, and Recommendation:— *This vessel's machinery, as far as seen, appears to be in good order, and in my opinion, is eligible to remain as classed, without fresh record of survey.*
(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 18
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, *R. J. B. Burridge*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
State if Certificate is required
Committee's Minute *FRI 1 JAN 1892* *FRI 8 JAN 1892* *FRI 15 JAN 1892*
Assigned *As now*

Form No. 2 for Repairs



GLS163-0348

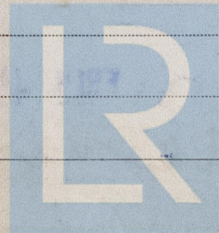
N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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It is submitted that
this vessel is eligible to
remain AS CLASSED.

Cred.

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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.