

10835

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

(Received at London Office) **THU. 23 JUL 1891**

No. **10835** Date of Writing Report **18<sup>th</sup> July** is **91** Port of **Glasgow**  
 No. in Reg. Book **117** Survey held at **Bowling** Date, first Survey and Last Survey **11<sup>th</sup> July 1891**  
 on the Machinery of the **S.S. Redland** Master **✓** No. of Visits **1**  
 Tonnage Gross **125** Net **65** Vessel built at **Campbeltown** By whom **Capt<sup>m</sup> S. B. Leay** When **1880-5**  
 Registered Horse Power **25** Engines made at **Greenock** When **1880** Boilers, when made (Main) **1880** (Donkey) **✓**  
 No. of Main Boilers **One** Owners **Pile Leay** Port **London** Voyage **✓**  
 Steam Pressure in Main Boilers **✓** ~~1~~ Surveyed ~~at~~ or in Dry Dock **Bowling Slip** Class of Vessel & Machinery **✠**  
 in Donkey Boiler **✓** (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)

Last Survey No. **4315** Port **Bra** **1-84**  
**L.M.C. 5-80**

## Particulars of Examination and Repairs (if any) **Part 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 Main Boiler separately and make a thorough examination at this time? **yes**  
 Do. " **Donkey** " " " **✓**  
 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? **✓**  
 Did the Surveyor examine the Safety Valves of the Main Boiler? **yes**  
 At what pressure were they afterwards adjusted under steam? **No steam raised**  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? **✓**  
 To what pressure were they afterwards adjusted? **✓**

At the owners request, surveyed the machinery of this vessel, as much as was accessible, with the view to have the vessel re-classed, if desirable.

Engines. - The cylinders, pistons, slide valves, air, circulating, feed, and bilge pumps, main bearings, crank shaft and thrust shaft, were opened out for survey, and were found in very good condition, the only noticeable defect being a slight flaw in the second journal of crank shaft; this flaw runs in a semi-longitudinal direction, and does not seem to be of a dangerous nature.

Boilers. - The safety valves and mountings were examined, and are in fair condition. The outside of shell plate, after end of boiler, at bottom, for a distance of about four feet round, is much corroded by the action of bilge water, at some places to the thickness of  $\frac{1}{16}$  of an inch, at one part a hole is through the plate; the circular seams of both end plates at the bottom, is also much corroded on the outside.

The bottom, and side plates of both combustion chambers require extensive  
 General Observations, Opinion, and Recommendation: - **Continued**

(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 has been partly surveyed at the owners request, with the view to re-classing, but it was ultimately decided not to have the vessel re-classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 1 : 1 :	<b>20/4</b> 1891
Special Damage Fee (per Section 28).....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<b>22/4</b> 1891

**R. J. Beveridge**  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required  
**TUES. 28 JUL 1891**

Assigned **60 lbs.**  
**4/7/91**  
 Glasgow 2019  
 Lloyd's Register  
 GLS162-0312n

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.

10835-96

This submitted that the Surveyors be requested to state whether the defects of the boiler pointed out by them have been repaired & if not whether in their opinion they are of such a character as to imperil the vessel's safety

S. J. M.

23/7/91

23/7/91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS PAGE.

Port of *Glasgow*

Continuation of Report No. 10835 dated 11<sup>th</sup> July 1891 on the

S.S. "*Redland*"

extensive repairs, many of the patches shewing leakiness, and much wasting. On these defects being pointed out to the owners representative, he decided not to apply for the reclassification of the vessel, consequently no further examination of the machinery was made.

*R. J. Davidge*  
*Glasgow.*



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