

10835

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

L.M.C. 5-80

Repairs on account of Damage should be separated from

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes

~~Doubtless~~

And what parts of the Boilers could not be thus thoroughly examined?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

~~Did the Surveyor examine the Safety Valves of Donkey Boiler?~~

To what pressure were they afterwards adjusted?

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.

Boiler:- The safety valves and mountings were exposed, 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 \times 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.

Fees applied for
20/4/13 91

Received by me,
22/4/18 91

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

*State if Certificate is required

TUES. 28 JUL 1891

Committee's Minute

Assigned

to 45.

17/91

10835-929

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

L. J. M.

23/7/91

23/7/91



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THE SURVEYOR IS REQUESTED NOT TO WRITE ACROSS THIS PAGE.

Port of *Glasgow*

Continuation of Report No. 10835 dated 11th 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. D. Davidge
Glasgow.



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