

11246

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

No. 11246 Date of Writing Report 28th Jan'y 1892 Port of Glasgow
(Received at London Office MON. 8 FEB 1892)
Survey held at Glasgow on the Machinery of the S.S. Leviotdale Date first Survey 26th Nov. 191 Last Survey 27th Jan'y 1892
Master R. Steelerboys No. of Visits 12
Gross 1580 Net 1018 Vessel built at Greenock By whom R. Steelerboys When 1882-5
Registered Power 160 Engines made at When 1885 Boilers, when made (Main) 1885 (Donkey) 1885
Main Boilers Two Owners R. Mackill & Co. Port Glasgow Voyage Vessel laid up.
Pressure— Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Both Govan Class of Vessel & Machinery 100A 1
Donkey Boiler 60 lbs (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. Lk. N° 2-90

Survey No. Port
Particulars of Examination and Repairs (if any) Annual Boiler & Damage L.M.C. 6-90
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 those due to other causes. State also the dates and initials of any letters respecting this case.
Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Do. " Donkey " " " " No - Examined July 91. See Gb. Report 10834
this was not done, state for what reasons?
what parts of the Boilers could not be thus thoroughly examined?
so 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?
the Surveyor examine the Safety Valves of the Main Boiler? Yes
what pressure were they afterwards adjusted under steam? 80 lbs
Did the Surveyor examine the Safety Valves of Donkey Boiler? No - see above
what pressure were they afterwards adjusted? 55 lbs.

Boiler Survey:— The main boilers and mountings examined, and found in good order. A little corrosion was noticeable on the sides of the central furnace. 2 Star² boilers, but not to an appreciable extent. Steam was raised on the main and donkey boilers, and their safety valves adjusted to their respective working pressures. The High & Low pressure pistons were also examined, and found in good order.

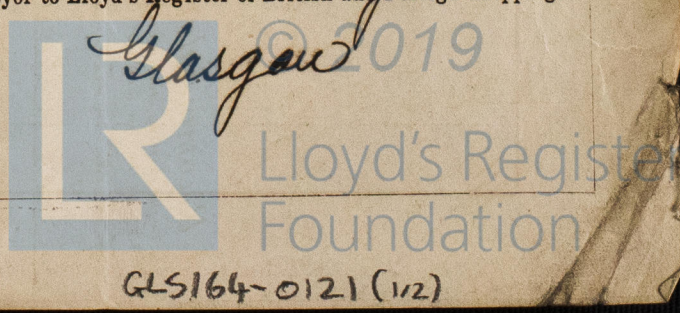
Repairs due to Damage:— See damage survey report attached. The propeller slack, and the shaft damaged at bottom of keyway, and bent five-eighths of an inch. A new shaft - the spare one in the vessel - has been fitted, and to facilitate repairs, a new propeller was made to fit this spare shaft. Two bilge pumps were found broken at their connection to the discharging pump - two new bilge pumps have been fitted in their place, and discharge pipes, and water service pipes where damaged have been replaced. The fender plates and platform in stokehold have been replaced where necessary. The ledges and gutters in Engine Room and stokehold bilge pipes and rose-boxes to same, have been cleared of the coal.

Observations, Opinion, and Recommendation:—
What alteration, if any, is suggested to be made in the existing classification and notation of the vessel's machinery in the Register Book, consequent upon this survey: (for example, B.S. 189, B.&L.S. 189, or L.M.C. 189, as the case may be.)
The vessel's machinery, as far as seen, is now in good working condition: the above mentioned repairs have been carried out in a satisfactory manner. In my opinion, it is eligible to remain as classed, with additional notation B.S. 1-92.

Registration Fee (per Sec. 27) £	Fees applied for 6/1/2/1892
Survey Fee (per Section 28) £ 2	Received by me, 7/1/2/1892
Damage Fee (per Section 28) £ 5	
Travelling Expenses (if chargeable) £	

*State if Certificate is required
Committee's Minute TUES. 9 FEB 1892
Assigned B.S. 1, 92
dup 92

R. J. B. Everidge
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Glasgow



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B.S. 1-92.

It is also submitted that the damage repairs are of sufficient emergency for the record & r.p. 92

W.A.

8-2-92

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 for THE RECORD



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Lloyd's Register Foundation

coal

S.S. "Leviotdale"

and other obstructions; new clating and non-conducting material has been fitted to both boilers. In consequence of the ridge infection having been used, the condenser was opened out, several tubes drawn and new ones fitted, and the condenser thoroughly cleaned.

The steering gear chains, and several parts of the steering engine, have been efficiently repaired, and the entire gear overhauled and put in good order.

R. J. Brewin

