

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

THURS. 5 MAY 1892

No. 11484 Date of Writing Report 30th Apr. 1892 Port of Glasgow
 No. in Reg. Book 454 Survey held at Glasgow Date, first Survey 27th Feb. Last Survey 22nd Apr. 1892
 on the Machinery of the S. S. Philian Master Mackenzie No. of Visits 13
 Tonnage Gross 21524 Net 1415 Vessel built at Glasgow By whom London & Glasgow Co. When 1871-2
 Registered Horse Power 16006 Engines made at Belfast Owners McBeth & Gray Port Belfast Voyage N. America
 No. of Main Boilers 2 Steam Pressure in Main Boilers 160 lbs. If Surveyed Afloat or in Dry Dock Govan. Class of Vessel & Machinery +100 A1
 in Donkey Boiler 45 lbs. (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 7.91.89
 Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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 " " " 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? -

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

At what pressure were they afterwards adjusted under steam? 160 lbs.

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

To what pressure were they afterwards adjusted? 45 lbs.

On account of damage the following work has been done: Cylinder lagging repaired. Broken Springs in L.R. Piston renewed. Piston valve chamber bored out and valve fitted with new packing rings (the chamber had got cut up by old ring breaking). Tandem engine valve spindle, eccentric pulley and two straps renewed. The go-ahead guides renewed. Condenser tubes taken out and tested leaky ones renewed. Both lengths of Crankshaft renewed. Top halves of main bearings renewed, bottom halves lined up at sides and bottom. New metal fitted fitted in bottom end brasses. Pumps overhauled broken guards & studs renewed also trunk plungers of bilge pumps. But bilge pipes repaired. Lubricator renewed. Covering of boilers and main steam pipes renewed Furnace and smoke box doors repaired. Stoke hold grounds and flooring repaired.

General Observations, Opinion, and Recommendation:— The above vessel's machinery (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. 1,91, R.C.M.S. 1,91, or L.M.C. 1,91, as the case may be.) is now in my opinion in good working condition and eligible to be noted: L.M.C. 3.92 - and to have her name removed from the short period list. —

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 3/5 1892
 Survey Fee (per Section 28) £ 2 : : :
 Special Damage Fee (per Section 28) £ 5 : 5 : :
 Travelling Expenses (if chargeable) £ : : : Received by me, 4/5 1892

*State if Certificate is required

John Sanderford
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 6 MAY 1892

FRI 13 MAY 1892

Assigned L M C 4.92

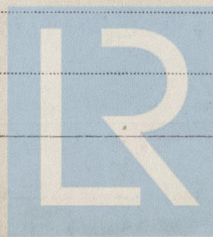
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N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

This submitted
this vessel is eligible for
THE BENEFIT L.M.C. 4-92

W.A.

5.5.92



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE VESSEL'S REPORT.

Iron Screw Steamer "Chilian"

quarters repaired, the coamings of after wheel house part renewed and refitted
panelling of wheel house repaired, deck flat underneath same renewed, and
deck flat of after end of vessel recaulked; and a few other items of less importance
Repairs due to other causes — Vessel placed in dry dock the bottom
cleaned and coated, the rudder fitted with a shoe plate at $\frac{1}{2}$ bow
and a bearing plate fitted under lower pintle, coal bunkers cleaned
and coated, two new scuttle coamings fitted to spare bunkers, N. 4
hatch fitted with a new wood fore & after and new latches fitted

H. A.

J. S. "Chilian"

The undermentioned work not under the damage survey has now been carried out:

The vessel has been placed in dry-dock at which time all the sea connections were overhauled and examined. — Propeller and fastenings found in order. —

The main boilers have been examined over all parts and the following repairs carried out: In the starboard boiler, the damaged wing furnace has been cut out and a new one fitted. — The centre furnace combustion chamber top plate has also been renewed. —

The boilers have been tested under hydraulic pressure to 200 lbs and afterwards examined under steam when the safety valves were adjusted. —

The donkey boiler examined and found in fairly good order. Some leaky stays and landings made good. — Safety valves adjusted under steam. —

J. M. Sanderson.

Forging report of new crankshaft attached —



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