

12835

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

No. 12325 Date of Writing Report June 18 93 Port of Glasgow
(Received at London Office TUES. 11 JUL 1893)
No. in Reg. Book 12325 Survey held at Glasgow Date, first Survey 9th June Last Survey 1st July 1893
on the Machinery of the S.S. Chilian Master Mackenzie No. of Visits 1
Gross 2154 Vessel built at Glasgow By whom London & Glasgow When 1871-7
Net 1415 Engines made at Belfast Boilers, when made (Main) 1886 (Donkey) one
Registered Power 100 Owners Mackenzie & Gray Port Glasgow Voyage Black Sea
Main Boilers two If Surveyed Afloat or in Dry Dock
Main Boilers 160 (State name of Dock.)
Donkey Boiler

Class of Vessel & Machinery +10001
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
11-92
NB.10.86 LMC 4-92

Particulars of Examination and Repairs (if any) Annual Boiler

(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 others 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

Was this not done, state for what reasons? ✓

What parts of the Boilers could not be thus thoroughly examined? ✓

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? 150

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

At what pressure were they afterwards adjusted? 55

The main and donkey boilers were opened up for survey, and on examination over all parts were found in fair condition. Port being furnace of Main boiler & entire furnace of Port boiler being cut out on account of old cracks which were found to be extending back of Combustion Chamber found to be buckled and staying badly. Compensating ring on Main boiler manhole, unwelded. Donkey boiler top of Combustion Chamber slightly down but not to a dangerous amount. And showed no signs of weakness at 100 lbs per sq inch water pressure.

Two ribbed furnaces have been fitted in the main boilers, which were afterwards tested by hydraulic pressure and under steam and found satisfactory.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in our opinion for the record B.S. 8. 93

Office or Registration Fee (per Sec. 27) £ : :
Survey Fee (per Section 28) £ 2 : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Fees applied for 8/4 18 93
Received by me, 8/4 18 93

A. McHardy & C. Brown
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

* State if Certificate is required

Committee's Minute FRI 14 JUL 1893

Assigned B. D. 93

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