

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

49096

(Received at London Office,

JUL 15 1889

No. in Reg. Book. *590* Date of Writing Report *Jan 2<sup>d</sup> 1889* Port of *London*  
 Survey held at *London* Date, first Survey *Dec. 24/88* Last Survey *Jan 9. 1889*  
 on the Machinery of the *S.S. Chilean* Master *No. of Visits*  
 Tonnage Gross *2157* Net *1415* Vessel built at *Glasgow* By whom *Lind & Glasgow C. & S.* When *1871* 7  
 Registered Horse Power *160* Engines made at *Glasgow* When *1871* Boilers, when made (Main) *1885* (Donkey)  
 No. of Main Boilers *2* Owners *Carlisle & Co* Port *London* Voyage  
 Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Afloat & in Dry Dock* Class of Vessel & Machinery *100 A.I.*  
 in Donkey Boiler (State name of Dock.) (As in Register Book.) *+ L.M.C. 10.85.*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Survey for 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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *Main boilers only*

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?

*This vessel having been reported to have grounded in Ketch Bay.*

*Examined Tunnel shafting which appeared to be out of line & causing the plummets - blocks & work on their pedestals.*

*Each length of shafting uncoupled & proved - found not to be bent. Two new coupling bolts fitted.*

*All plummet - blocks holding - down bolts renewed - with bolts of increased size, & all gaps round them made good with hard - wood plugs.*

*All engine foundation bolts tightened up - Crank shaft stripped & examined - Cylinders & Valves stripped and examined - all in good order and no work done to them -*

*Condenser reported leaking in consequence of heating through shutters of water - when the vessel was aground. Also pumps reported injured by sand -*

*Top tube plate of condenser refurnished - & six tubes replaced - Bottom Tube plate partly refurnished -*

*Condenser afterwards tested with water pressure and found to be in tight & good condition -*

General Observations, Opinion, and Recommendation:-- *The machinery being now*

(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.)

*is in a good and sound condition renders this vessel in my opinion to remain as classed.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	1	0	17.1 1889
Special Damage, Fee (per Section 28) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	21/1 1889

*Geo. E. Milnerison.*  
*Herbert M. Rogers.*

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

Committee's Minute

FRIDAY 13 JAN 1889

Assigned

*Remain as classed*



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All pumps examined and found in good condition -  
no work done to them.

Main boilers examined and found thickly incrustated  
with scale - Particularly on the heating surfaces -  
reported to have been caused by leaky condensers.

Tubes examined and found to be leaking considerably  
- many of them being completely blocked up with salt.  
All tubes cleared - six plain tubes cut out and  
renewed.

All Plain tubes chipped, driven up and expanded -

All Stay tubes re-caulked -

Small crack noticed in edge of furnace tube flange - where  
riveted to back tube plate - One rivet drilled out & another  
fitted in such a way as to cover this crack.

Both Main Boilers thoroughly scaled & cleaned  
thoroughout.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

It is submitted that this  
vessel is eligible to  
remain as classed

N.A.  
14.1.89.



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