

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

(Received at London Office.)

TUES 24 DEC 1889

No. *582* Date of Writing Report *1889* Port of *London*  
 No. in Reg. Book *582* Survey held at *London* Date, first Survey *10 Dec* Last Survey *19 Dec 1889*  
 on the Machinery of the *S. S. Chilian* Master *Land & Glasgow* No. of Visits *4*  
 Tonnage Gross *2454* Net *1415* Vessel built at *Glasgow* By whom *Land & Glasgow* When *1871* Year *7* Month *7*  
 Registered Horse Power *160* Engines made at *Belfast* When *1881* Boilers, when made (Main) *1885* (Donkey)  
 No. of Main Boilers *2* Owners *Carlisle & Co* Port *Belfast* Voyage  
 Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Ruggs Dock* Class of Vessel & Machinery *100 H.P. 1889*  
 No. of Donkey Boiler *65* (State name of Dock.) *L.M.C. 10.85*

Last Survey No. *8* Port *N. Br.*  
 Particulars of Examination and Repairs (if any) *Special Survey*  
 (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?  
 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?

Examined Seacocks and connections and found them good. The tailshaft was hardly worn down at all and therefore it did not appear necessary to have it drawn at this time.

Examined Thrust and crankshafts and found them good. The latter have some longitudinal flaws which in my opinion do not affect the strength.

Examined the pumps cylinders and shafts and found them good.

Examined the 2 main boilers, domes and safety valves and found them good.

Examined donkey boiler and found it good as well as the safety valves.

Tested the safety valves under steam and found them to be in good working order and adjusted to the correct working pressure.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is in a safe working condition and eligible in my opinion to have the notification L.M.C. 12.89 recorded in the Register Book.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	4	10	2. (1889)
Special Damage Fee (per Section 29) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	5	received by me,
Travelling Expenses (if chargeable).....	£	:	:	9/1 1889

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

Committee's Minute

FRI 13 JAN 90

FRI 26 SEPT 1889

Assigned

*L.M.C. 12.89*



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Lloyd's Register

Foundation

Lon 688 - 0129

State if a Report is at all now sent on the Ship or if not, whether, and when, one will be sent.

T. & S. Form No. 9.—Transfer Ink—6000, 28.1.89. \* Certificate to be sent to the Registrar of Shipping and Machinery precisely as in the Register Book.



It is submitted that this vessel  
is eligible to have

L.N.C. 12-89 recorded

W.A.

2-1-90

