

No. 13441

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

Date of writing Report 27th May 1895 When handed in at Local Office Glasgow (Received at London Office Glasgow)
 No. in Reg. Book 139 Survey held at Glasgow Date First Survey 10th May Last Survey 24th May 1893
 on the Machinery of the Wood, Iron or Steel S. S. Colong Master Leonradu
 Tonnage Gross 5583 Net 2308 Vessel built at Glasgow By whom L. & G. S. B. & Co. When 1893.8
 Registered Horse Power 550 Engines made at Glasgow When 93 Boilers, when made (Main) 93 (Donkey) 93
 No. of Main Boilers 2 Owners China Mutual M. Coy. Ltd. Port London Voyage China
 No. of Donkey Boilers 1 Owners China Mutual M. Coy. Ltd. Port London Voyage China
 Steam Pressure in Main Boilers 160 lbs Surveyed Afloat in Dry Dock Meadowside
 in Donkey Boilers 80 lbs (State name of Dock.)

Last Survey No. _____ Port Docking
 Particulars of Examination and Repairs (if any)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	CHARACTER for Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100A1</u>	<u>1-100C</u>
<u>7.94</u>	<u>9.93</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
 Do. " Donkey " " "
 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?
 At what pressure were they afterwards adjusted under steam?
 Did the Surveyor examine the Safety Valves of Donkey Boiler?
 To what pressure were they afterwards adjusted?
 If the Survey is not complete state what arrangements have been made for its completion?

*This vessel has been placed in drydock at which time the sea connections were examined and put in good order. Two new blades fitted to the propeller.
 New thrust shaft fitted and properly coupled up.*

Appended Forging Report.

General Observations, Opinion, and Recommendation:— *As far as seen from above examination the machinery of this vessel is in good order and in my opinion eligible to remain as classed without any fresh record of survey.*

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

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

*State if Certificate is required _____
 Committee's Minute _____
 Assigned as now

TUES 11 JUN 1895

Glasgow
 Lloyd's Register
 GLS 172-0189

State if a Report is also now sent on the ship or if not whether, and when, one will be sent.

*Certificate to be sent to

10-LPH-Form No. 9-Transfer Ink-2/94.
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book.

Two thrust shafts & 2 new
Propeller blades fitted

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 to
remain AS CLASSED.

A.P.R.

10.6.95

1574/glo.



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

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