

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

No. 13441

Date of writing Report *27<sup>th</sup> May 1895* When handed in at Local Office *18* Port of *Glasgow*  
 No. in Reg. Book *139* Survey held at *Glasgow* Date First Survey *10<sup>th</sup> May* Last Survey *24<sup>th</sup> May 1893*  
 on the Machinery of the *Wood, Iron or Steel* *S. S. Colong* Master *Leonard*  
 Tonnage Gross *5583* Net *2308* Vessel built at *Glasgow* By whom *L. & N. S. B. & C.* 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* Steam Pressure in Main Boilers *160 lbs* Surveyed Afloat *or* in Dry Dock *Meadowside*  
 in Donkey Boilers *80 lbs* (State name of Dock.)

Last Survey No. *139* Port *Glasgow*

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

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

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 dry dock 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).....	£	:	:	<i>18</i>
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	<i>18</i>

*Wm Sanderford*  
 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 Survey or if not whether, and when, one will be sent.

\*Certificate to be sent to

10-LPH-Form No. 9-Transfer Ink-1-2/94.

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

Two Thrift shaft 72 mm  
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.

Q P Q  
10.6.95  
1574196.



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.