

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 18 When handed in at Local Office 18

Port of Glasgow

No. in Reg. Book

Survey held at Glasgow

Date, First Survey 10th April

Last Survey 15th May

1897

(No. of Visits)

Master Kemp

YEAR.

MONTH.

TONNAGE:—

GROSS 4686

UNDER DK 4400

NET 3016

Built at Glasgow

By whom

J. H. Henderson

When

1895

8

Owners

China Mutual Steam Navigation Co. (Lim) Port belonging to London

Owners' Address

(if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Dry Dock Name of Dock

Headonside

Destined Voyage

China

WB=CellDBorDBa 122 feet; uE&B 38 feet; f 168 feet; total capacity 1071 tons. FPT 136 tons; APT 45 tons; MT 24 feet 335 tons.

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100A-1		+ L.M.C.
4.97		8.95

Last Survey, No. 58718 Port London

(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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.

Society's Franchise (if assigned) as painted on Ship and now verified ft. ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Damage caused by stranding at St.

Katherine Point. Isle of Wight on the 14th April 1897.

On starboard side—Three garboard plates renewed and two faired in place, four plates in B strake renewed, one plate taken off, faired and replaced and one faired in place, in C strake four plates renewed, one plate taken off, faired, and replaced, and one set fair in place; in D strake four plates renewed, two plates taken off, faired, and replaced, two plates set fair in place and a few rivets in one plate renewed; in E strake five plates renewed, two plates taken off, faired, and replaced, and one plate set fair in two spaces in place and fitted with inside doubling plates where faired; in F strake two plates renewed, one plate taken off, faired, and replaced, two plates set fair in place and the rivets in three other plates overhauled and a few renewed in same.

SUMMARY OF DAMAGE REPAIRS:—

Renewed ...

Plates.

Frames.

R. Frames.

Floors.

Beams.

Str. Plates.

Dk. Plates.

Other Items:—

Faired or Repaired ...

28

2 part

2

6 in

PRESENT CONDITION OF THE

Decks good

Waterways

Coamings

Up'r Dk. Beams & Fastenings

Low'r Dk. Beams & Fastenings

Plating

Planking

Rivets or Treemills

Breasthooks & Stems

Transoms, Pointers, & Crutches

Timbers of Frame at the openings

Ditto ditto at other places

Keelsons

Stringers, Clamps & Shells

Salting

(State if examined.)

Ceiling

Cement or Asphalt

(State which.)

Tanks

(State if now tested.)

Caulking of Bot'm, D'k, & Wat'rw'ys

Copper or T.M.

(State if on felt.)

When painted, Month

Year

Rudder

Windlass & Capstan

Have Pumps now been examined and found efficient?

Have Sluice Valves now been examined and found efficient?

Have Watertight Doors now been examined and found efficient?

Dblng. Plates under Sounding Pipes

Engine Room Skylights

Coal Bunker, Open'gs, Lids, &c.

Scuppers

Cargo & Main H'tch'wys

Hatches

Boats

Masts, Yards, &c.

Condition, how ascertained

(State if wedges removed)

Sails

Equipment letter

Anchors, No. of

Cables (State if now ranged)

" length

(on board)

" Rule length

(per Table 22)

Hawsers & Warps

Standing & Running Rigging

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and pND91, &c."

This vessel is in a good and efficient condition and in our opinion eligible to remain as classed and to have record of survey 5.97

Office Fee (if chargeable) per Scale II., Sec. 27

Survey Fee (per Section 25)

Special Damage or Repair Fee (if any)

Travelling Expenses (if chargeable)

Second Surveyor's Fee (if any)

Fees applied for,

10.5.18.97

Received by me,

11.5.18.97

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute

Character assigned

FRI, 21 MAY 1897

100 A



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Lloyd's Register

Foundation

GLS177-6346(112)

THUR, 20 MAY 1897

Port of

Glasgow

Continuation of Report No. 15204 dated 15th May 1894 on the

Steamer "Moyune"

On port side — One plate in garboard strake taken off, faired, and replaced. In B strake one plate renewed one plate taken off, faired and replaced, and the rivets in landing edge of one plate overhauled. In C strake one plate taken off, faired and replaced and two plates set fair in place. In D strake three plates renewed. In E strake two plates renewed, and one plate set fair in place in one frame space and a doubling plate fitted in way of same. One plate in F strake set fair in place, and one plate in H strake riveted at after butt end.

Keel rivets overhauled fore and aft and several hardened up; cement on shell plating made good.

Frames Starboard side — Two frame angles renewed from margin to middle line, six taken out furnace fair and replaced, and thirty two fired and faired in place; two floor plates taken out faired and replaced.

Frames Port side — Six frame angles set fair in place.

On starboard side, one shell angle to intercostal longitudinal renewed and two others taken off, faired and replaced, about thirty feet of tank margin angle in way of h. w. tank set fair in place; tanks of cellular double bottom tested by water pressure after repairs.

The tank top plating of deep midship tank set fair in place in way of ladder stanchions, new angles fitted to heels of stanchions and an additional angle fitted to tank top inside tank in way of ladder stanchions.

Bottom of vessel recoated.

H. H. J. D.