

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

Date of writing Report May 31st 1898 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book 580 Survey held at Glasgow Date, First Survey 29 April Last Survey 9 May 1898
 on the Machinery of the Wood, Iron or Steel S.S. "Ching Wo" Master Ng Hahrie
 Tonnage { Gross 3883 Net 2674 Vessel built at Belfast By whom Northman & Clark When 1894 Boilers, when made (Main 1894 (Donkey 1894)
 Registered Horse Power 398 Engines made at " Owners China Mutual Ins. Co. Ltd. Port London Voyage Eastern
 No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Both
 No. of Donkey Boilers 1 (State name of Dock.) Govan
 Steam Pressure in Main Boilers 180
 in Donkey Boilers 180

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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.

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?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

On account of damage in Stern tube & bushing and loosening of the braces on the Propeller shaft also after running block loose the holding down bolts being broken the Stern tube which was MacColl & Maxton's patent has now been replaced by an ordinary tube fitted with brass & lipsumvitae bushing, Propeller shaft fitted with new brass liners, and the Tunnel bearings overhauled & secured.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, R.&M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

The above repairs have been satisfactorily carried out by Messrs J.H. Henderson & Coy and the machinery as far as seen is now in good working order and eligible in our opinion to remain as entered in the Register Book.

Office or Registration Fee (per Sec. 27) £ : :

Survey Fee (per Section 28) £ : :

Special Damage Fee (per Section 28) £ 3: 3:

Ling Expenses (if chargeable) £ : 6:

Net 2: 17:

Fees applied for

13.5.18 98

Received by me,

14.5.18 98

James Morrison A.M.R. Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute FRI, 3 JUN 1898Assigned As now

Lloyd's Register Foundation

GLS181-0060

Thin tube removed, also lines on
down & shaft; & the tunnel bearings
resecured. in case of damage

It is submitted that
this vessel is eligible to
remain as CLASSED.

7/11
1/6/198

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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