

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

(Received at London Office)

WED, 21 JUN 1899

Date of writing Report *25th June* 18 *99* When handed in at Local Office *25th June* 18 *99* Port of *Glasgow*
 No. in Reg. Book *611* Survey held at *Glasgow* Date, First Survey *5 June* Last Survey *9 June 1899*
 on the Machinery of the *Wood, Iron or Steel* *SS Ching Wo* Master *H C Harris*
 Tonnage { Gross *3883* Net *2517* Vessel built at *Belfast* By whom *Wickham Clark & Co* When *1894* 9
 Registered Horse Power *398* Engines made at *Belfast* When *1894* Boilers, when made (Main) *1894* (Donkey) *1894*
 No. of Main Boilers *2* Owners *China Mutual Insurance Co Ltd* Port *London* Voyage *China Ports*
 No. of Donkey Boilers *180* If Surveyed Afloat or in Dry Dock *Both*
 Steam Pressure in Main Boilers *180* (State name of Dock.) *Govan dry-dock*
 in Donkey Boilers *180*

Last Survey No. *2517* Port *Dumfries and*
 Particulars of Examination and Repairs (if any) *Repairs*

(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.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Do.*

Do. " Donkey "

If this was not done, state for what reasons? *Not due for survey.*

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? *Do.*

To what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *Do.*

To what pressure were they afterwards adjusted under steam? *✓*

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

If spare propeller shaft fitted, state whether new? *✓*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/8"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

(For damage) Propeller shaft drawn in examined and found in good condition. New bronze blade fitted in place of cast steel one fitted at Mogi, and the edges of other blades chipped and dressed.
 Sea cock fastenings examined and found in order.

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, 97, B.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

vessel so far as seen is in good condition and is eligible in our opinion to remain as classed in register book.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee per Section 28..... £ : :
 Special Damage Fee (per Section 28)..... £ : :
 Travelling Expenses (if chargeable)..... £ : :
 Less 10% Discount

Fees applied for

20/6/99

Received by me,

24/6/99

George Murdoch & H Gordon Smith

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

State if Certificate is required

Committee's Minute

FRI, 23 JUN 1899

Assigned



Lloyd's Register
 Foundation
 GLS184-3214

Screw shaft examined propeller
blade ~~removed~~

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

LH
24/6/99

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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