

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

(Received at London Office)

Date of writing Report Mar 1900 When handed in at Local Office is Part of Glasgow

No. in Reg. Book. 611 Survey held at Glasgow Date, First Survey March Last Survey 5th May 1900 (No. of Visits 2)

on the Machinery of the Wood Iron or Steel "Chung No" Master

Tonnage Gross 3880 Net 2574 Vessel built at Belfast By whom Horsman & Clark When 1894 - 9

Registered Horse Power 398 Engines made at " When 1894 Boilers, when made (Main) 1894 Donkey 1894

No. of Main Boilers 2 Owners China Mutual S.S. Co. Ltd Port London Voyage China

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Queens Dock

Steam Pressure in Main Boilers 180 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 180

Last Survey No. 39673 Port New

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and seriatim 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 for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now required.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A.1 6/99		L.M.C. 12/98
ss 101-98		

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? To 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 under steam?

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

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

On account of damage the circulating pump has been repaired & made efficient temporarily to enable the vessel to proceed on her intended voyage to China & Japan. This pump had become broken in the bottom, the metal appearing to have been originally to very thin & reduced to about 3/8" thick.

Without taking out or disturbing the pump the repairs have been effected by stopping the space between the pump bottom & the seating around the damaged part with elm wood & then filling in the space above with Portland Cement about 6" thick. The work in connection with this has been carried out by the Engineers of the ship at Leith where the vessel had to put in.

Copper delivery pipe to ballast pump repaired & other connections overhauled & made good.

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.&F.S. 9, 97 or L.M.C. 9, 97, 110 lb., F.D., &c.)

The above repairs appear to be efficient for the purpose of enabling the vessel to go until her return to this country when the owners expect to have a new pump ready to replace the damaged one. In these circumstances I am of opinion the vessel should remain as classed in the Register Book.

Office or Registration Fee (per Sec. 27) £ 2

Survey Fee (per Section 28) £ 2 2

Special Damage Fee (per Section 28) £ 1 18

Travelling Expenses (if chargeable) £

Less 10% Discount

Received by me: 13/3/00

James J. Hollison
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Clyde District

State if Certificate is required

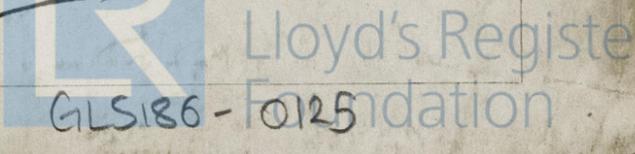
Committee's Minute FRI. 16 MAR 1900

Assigned as now subject

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

Certificate to be sent to



If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*Temporary repairs effected
to circulating pump*

It is submitted that

subject

*to the circulating pump
being examined or
renewed before*

the end of month

*business to be
advised*

AMD

13-5-00

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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