

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRIDAY 30 OCT 1885

No. in Book. *243* on the *Iron S.S. "Ningchow"* Date, First Survey *Sept 9th* Last Survey *Sept 9th 1885*
 Built at *Glasgow* By whom *D. W. Henderson & Co* When *1884*
 Owners *China Shippers Mutual Steamship Co* Port belonging to *London*
 Owner's Address *London*
 If Surveyed *Afloat* or in Dry Dock *4* Name of Dock *South West India Dock* Destined Voyage *Shanghai*
 Length of Poop *12* ft.: of Forecastle *42* ft.: of *Raised* Or. Deck *64* ft.: Moulded Depth *26* ft. *2* ins.
 (If these particulars are not yet recorded in the Register Book.)

Last Survey, No. *444810* Port *Lon*

(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 should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE

Damage
 In consequence of damage sustained by collision with a Norwegian Brig off the Royal Sovereign Light vessel, on the night of the 4th of September 1885, while on a voyage to Shanghai.

Cut and renewed 2 frames and reverse bars in fore-castle on port Bow to shift, one upper bow plate in the fore-castle and 2 plates in the 2nd strake, indent in the Sheerstrake faired in place, damage to fittings in fore-castle made good, - indented plates in bulwark abaft fore-castle for 16 ft faired in place, and the main rail renewed for 28 ft, - port Anchor bolts repaired, and the bent bridge staunchions straightened

PRESENT CONDITION OF THE

Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>good</i>	Seiling	<i>not seen</i>	Boats	<i>Good</i>
Waterways		Treenails or Rivets		Rudder	<i>good</i>	Masts, Yards, &c.	<i>"</i>
Comings		Breasthooks and Stemson		Windlass & Capstan	<i>"</i>	Condition, how ascertained	<i>by observation</i>
Up'r Dk. Beams & Fastenings		Transoms, Pointers, & Crutches		Pumps	<i>"</i>	Sails	<i>Sufficient</i>
Low'r Dk. Beams & Fastenings	<i>When</i>	Timbers of Frame at the openings	<i>When</i>	Cement (If Iron Ship)	<i>Examined 1884</i>	Anchors	<i>No. of 3 B, 1 S & 2 K</i>
Planksheers		Ditto ditto at other places		Caulking of Bot'm, D'k, & Wat'rways	<i>Good</i>	Cables	<i>part seen good</i>
Sheerstrakes		Keelsons		Copper, or Y.M.	<i>"</i>	Hawsers & Warps	<i>sufficient</i>
Topsides		Clamps & Shelves	<i>seen</i>	When put on	<i>"</i>	Standing & Running Rigging	<i>"</i>
Wales	<i>seen</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>
Engine Room Skylights	<i>Good</i>					Hatches	<i>Good</i>

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

This vessel is now in good and efficient Condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27.	£	:	:	received by me, } 188
Office Fee (if chargeable) per Scale II., Sec. 27.	£	:	:	
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (if any) (per Sec. 28)	£	:	:	
Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any)	£	:	:	

Committee's Minute *Tuesday* November, 3rd 1885.

Character assigned *100 A 1*

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