

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

50500

MON 14 APRIL 1890

Date of Writing Report *March* 1890 Port of *London*
 in *Book* Survey held at *London* Date, first Survey *Jan 1890* Last Survey *14 April 1890*
 on the Machinery of the *S.S. Hankow* Master *9* No. of Visits *89*
 Gross *3594* Vessel built at *Newcastle* By whom *C. Mitchell & Co* When *1873* Boilers, when made (Main) *1873* (Donkey) *—*
 Net *2332* Engines made at *"* When *1873* Boilers, when made (Main) *1873* (Donkey) *—*
 Registered *570* Owners *M. Milburn & Co* Port *London* Voyage *—*
 Horse Power *3* No. of Main Boilers *3* If Surveyed Afloat or in Dry Dock *—* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *45* (State name of Dock.) *—* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 in Donkey Boiler *—* Last Survey No. *100 A 1.12.88* Port *—* *L.M.C. 3.85*
+13.85

Particulars of Examination and Repairs (if any)

(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.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Examined cylinders, pistons, valves, pumps, feed, bidge air & circulating, condenser, tunnel, Thrust & crank shafts - also main & donkey boilers & safety valves & found them in good condition

There is a slight flaw in the crankshaft in 2nd bearing, but on cutting shaft slightly was found not to extend, satisfactory

Examined inside of main boilers and found them good.

This vessel has been in the West India Docks for a considerable time & arrangements were made to have the safety valves set before leaving. No notice was sent by the owners when steam was up & the vessel left without having the valves tested, but they are said to have been adjusted to blow off at their proper working pressures by the Board of Trade Surveyor.

General Observations, Opinion, and Recommendation:— It is submitted that

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

This vessel is eligible to have the notification L.M.C. 4.90. recorded in the Register Book as recommended in the attached report.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ : :
 Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, *17/4/1890*

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

Committee's Minute *FRIDAY 13 APRIL 1890*

Assigned *Deferred for Completion*



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It is recommended that the vessel will be
eligible to have L.M.C. 4 90 removed
when the safety valves of the main
and boiler boilers have been
adjusted under steam.

W. A.
17 4 80

