

51824

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

No. 51824

Date of Writing Report 20<sup>th</sup> April 1891

Port of London

(Received at London Office)

THURS. 30 APR 1891

No. in Reg. Book 239

Survey held at London

Date, first Survey 27<sup>th</sup> April Last Survey 27<sup>th</sup> April 1891

on the Machinery of the S.S. "Ning Chow"

Master Castle

No. of Visits One

Tonnage

Gross 2708

Net 1735

Vessel built at Glasgow

By whom D. W. Henderson & Co

When 1884

2

Registered Horse Power 480

Engines made at D

When 1884

Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers Two

Owners China Shippers Mutual St. W. & P. Co. Ltd

Port London

Voyage China

Steam Pressure in Main Boilers 68 lb

If Surveyed Afloat or in Dry Dock Dry dock

(State name of Dock.) West India

Class of Vessel & Machinery 4100 A1. 189

(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 189

Last Survey No. 3639

Port London

S.S. Lou. No 189

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 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?

Vessel placed in dry dock  
Examined propeller, sea connections and their fastenings  
Found same in good order.

General Observations, Opinion, and Recommendation:—

(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. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)

As far as I can see the machinery of this vessel is in good working order, and in my opinion eligible to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

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

\*State if Certificate is required

Committee's Minute TUES. 5 MAY 1891

Assigned as now



It is submitted that this  
vessel is eligible to  
remain as classed

MA  
1-5-91

