

51824

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

(Received at London Office)

THURS. 30 APR 1891

No. 51824 Date of Writing Report 20th April 1891 Port of London

No. in Reg. Book 339 Survey held at London Date, first Survey 27th April Last Survey 27th April 1891
on the Machinery of the S.S. "Ning Chow" Master Leath 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 Do When 1884 Boilers, when made (Main) 1884 (Donkey) 1884

No. of Main Boilers Two Owners China Shippers Mutual St. W. & P. London Voyage China

Steam Pressure in Main Boilers 68 If Surveyed Afloat or in Dry Dock Dry dock (State name of Dock) West India Class of Vessel & Machinery L100A1. 189
in Donkey Boiler 50 54 (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 1.89.

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. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)

As far as seen 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)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me,
				18

Robt. Dalrymple
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*

16.—B. P. H.—Form No. 9.—Transfer Ink—April 23 2-91. (The Surveyors are requested not to apply an or colour the same for Company's Minutes.)

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



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

MA
1-5-91

