

52382

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

FRI 9 OCT 1891

(Received at London Office)

No. *240* Date of Writing Report *9th Oct* 18.91 Port of *London*  
 No. in Reg. Book *240* Survey held at *London* Date, first Survey *2nd Oct* Last Survey *5th Oct 1891*  
 on the Machinery of the *SS "Hingchow"* Master *Wasth* No. of Visits *2*  
 Tonnage { Gross *2708* Net *1735* Vessel built at *Glasgow* By whom *W. & A. Henderson & Co.* When *1884* 2  
 Registered Horse Power *480* Engines made at *A* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*  
 No. of Main Boilers *2* Owners *China Shipper, Ltd. 11, Mark Lane, London* Voyage *Glasgow*  
 Steam Pressure in Main Boilers *90 lb* If Surveyed Afloat or in Dry Dock *Afloat* Class of Vessel & Machinery *100A1 4.9*  
 in Donkey Boiler *90 lb* (State name of Dock) *U.S. I. S. C.* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 1.89 B.S. 6.90*  
 Last Survey No. *89* Port *London*

Particulars of Examination and Repairs (if any) *Annual B.S. 1.89*  
 (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? *Yes*  
 Do. " Donkey " " " *Yes*  
 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? *Yes*  
 At what pressure were they afterwards adjusted under steam? *90 lb*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*  
 To what pressure were they afterwards adjusted? *90 lb*

*Examined main & donkey boilers with system & also their safety valves found all satisfactory*  
*Tested main & donkey boilers under steam & adjusted their safety valves to blow at 90 lb per sq in*

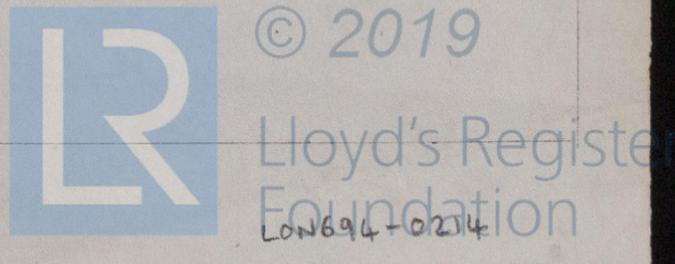
## General Observations, Opinion, and Recommendation:—

(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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)  
*Sofar as seen the machinery of this vessel is in good working order & in my opinion eligible to remain as classed & have B.S. 10.91 recorded in the register book*

Office or Registration Fee (per Sec. 27)	£ :	Fees applied for
Survey Fee (per Section 28)	£ 2 - -	<i>13 / 10 / 91</i>
Special Damage Fee (per Section 28)	£ :	Received by me,
Travelling Expenses (if chargeable)	£ :	<i>15. 10 1891</i>

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

\*State if Certificate is required  
 Committee's Minute *FRI. 16 OCT 1891*  
 Assigned *B.S. 10/91*



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

\*Certificate to be sent to  
 (The Surveyors are requested not to write on or before the space for Committee's Minute.)

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

BS

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

It is submitted that this vessel is  
eligible for the record *B.S. 1091*  
*C.S.S.*  
*15. 10. 91*



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.