

(Received at London Office. FRI. 17 SEP 1897)

Date of writing Report. When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Sept 13 Last Survey Sept 16 1897

16 on the Machinery of the ~~Wood, Iron or Steel~~ S.S. Pak Sing Master Allen

Tonnage { Gross 444 1/2 Net 287 1/2 Vessel built at Belfast By whom Workman Clark & Co When 1895-9

Registered Horse Power 600 Engines made at Belfast When 1895 Boilers, when made (Main) 1895 (Donkey) 1895

No. of Main Boilers 2 Owners China Mutual Steam Navigation Co Ltd Port London Voyage China

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 160 lbs in Donkey Boilers 90 lbs

Surveyed ~~At~~ in Dry Dock W.S. Giar: Dk (State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and serialim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

Has the propeller shaft been drawn and examined at this time? Yes If spare propeller shaft fitted, state whether new? Old shaft replaced Complete.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

This vessel was placed in dry dock. The propeller shaft drawn in & found in good condition. The stern bush was rewooded.

General Observations, Opinion, and Recommendation:— This vessel's machinery

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)

As far as seen, is now in good condition, & eligible, in my opinion, to remain as classed

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18

Survey Fee (per Section 28) £ : : Received by me, 18

Special Damage Fee (per Section 28) £ : :

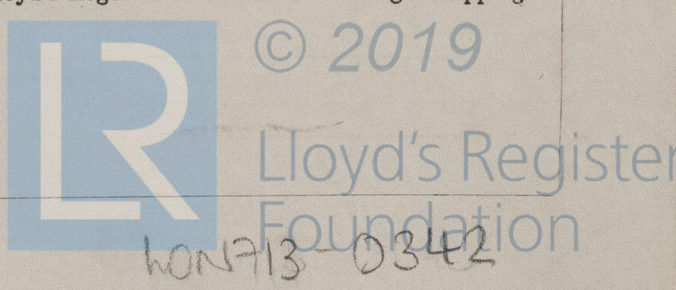
Travelling Expenses (if chargeable) £ : :

\*State if Certificate is required

Committee's Minute TUES, 21 SEP 1897

Assigned As not

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





Low shaft examined stem broken

unwounded.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

LL  
17/9/97

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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