

by Chief Engineer Surveyor \_\_\_\_\_ Received from Chief Engineer Surveyor \_\_\_\_\_

'S NAME T.S.S. "CHANGKIANG" Rpt. NWC No. 89776

marks of the Chief Engineer Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement." - Extract from Sub-Committee's Report, 24/5/32.)

Type of Engine T. 6 cy.  
13", 21", 34" - 21"

If Boilers fitted with forced draught Yes  
Tail Shaft. If fitted with a continuous liner No  
If fitted with an outside gland of } Yes  
approved type

This vessel's machinery appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ✦ LMC 2.33

2 SB. 180 lbs.  
4480 H.S.  
118 G.S.  
6 c.f.  
246 N.H.P

Elec. Light

[Signatures]  
7.2.33



SPARE GEAR.

as the spare gear required by the Rules been supplied Yes.  
state the principal additional spare gear supplied See also attached list in packet

Gross Tons }  
Net Tons }  
When built }  
When made }  
When made }  
Light fitted }  
per minute }  
RPMs 3000  
parallel to axis }  
round eye-hole }  
74" ✓  
liner }  
liner made wa }  
corrosive }  
at the after en }  
propeller }  
surface 26  
er is at work }  
er is at work }  
"One 8"  
Bilge Pumps }  
No 3 Thr  
to the Engine }  
to the bilges }  
the deep water }  
toss covering pla }  
machinery space }  
from }  
ssure 180  
key Boilers }