

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

48558

(Received at London Office, MONDAY 2 JULY 1888)

No. 307 Date of Writing Report 30 June 1888 Port of London  
 Reg. Book. 307 Survey held at London Date, first Survey 29 May Last Survey 28 June 1888  
 on the Machinery of the S.S. Northam Castle No. of Visits 7  
 Tonnage { Gross 4722 Vessel built at Glasgow By whom J. Elder & Co When 1883 YEAR. MONTH. 2  
 Net 4241 Engines made at Glasgow When 83 Boilers, when made (Main) 83 (Donkey)  
 Registered Horse Power 600 Owners D. Currie & Co Port London Voyage  
 No. of Main Boilers 80 If Surveyed Afloat or in Dry Dock James D. D. Q. Class of Vessel & Machinery 100 A-1  
 Steam Pressure in Main Boilers 80 (State name of Dock.) (as in Register Book.)  
 in Donkey Boiler 12-87

ast Survey No. 1100 Port London + L.M.C. 6.87. 135. 6.87  
 Particulars of Examination and Repairs (if any) New Tailshaft etc.  
 (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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?  
 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?

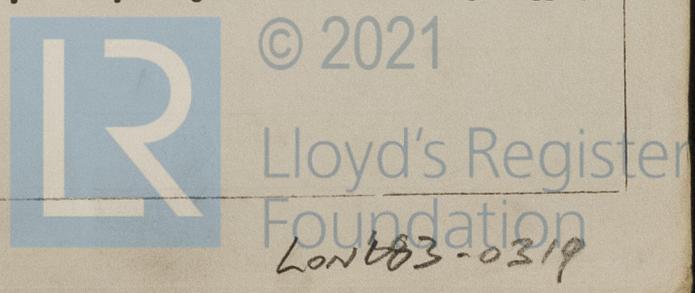
Examined sea-cocks & connections and found them good.  
 The Tailshaft stern tube and various fittings were broken.  
 The following parts have been renewed: Tailshaft, Stern tube, two gun metal stern tube bushes, nearly all the lignum vitae, some coupling bolts and other bolts & small fittings.  
 Two lengths of tunnel stuffing have had new ends welded on, and various repairs done in connection with the above.  
 The high pressure cylinder has been bored out and the tunnel bearings refilled with white metal. This was done on account of the damage.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is now in a safe working condition and eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	188
Special Damage, Fee (per Section 28) .....	£	3	3	} Received by me, 13/7 1888
*Certificate (if required) as per margin .....	£	:	:	
Travelling Expenses (if chargeable) .....	£	:	:	

*C. G. Brown*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 3 JULY 1888  
 Assigned



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

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

DF  
2/1/88

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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