

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

49996

(Received at London Office,

SAT 2 NOV 1889

No. *360* Date of Writing Report *October 31st 1889* Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *October 31st 1889* Last Survey *October 31st 1889*
 on the Machinery of the *S. S. Northwood* Master *Robinson* No. of Visits *One*
 Tonnage { Gross *418* Net *345* Vessel built at *Newcastle* By whom *Palmer & Co* When *1889* 1
 Registered Horse Power *145* Engines made at *"* When *1884* Boilers, when made (Main) *1889* (Donkey) *1889*
 No. of Main Boilers *1* Owners *J. Fenwick & Sons* Port *London* Voyage *Coast*
 Steam Pressure— in Main Boilers *150* If Surveyed Afloat or in Dry Dock *Union Dock*
 in Donkey Boiler *✓* (State name of Dock.)

Last Survey No. *100 A1. 4. 89* Port *London* Class of Vessel & Machinery
 (As in Register Book, including date of last Boiler Survey.) *+ L.M.C. 12. 88*

Particulars of Examination and Repairs (if any) *Propeller fastenings*
 (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?

Sea connections in order

*This vessel ^{struck} was on the ground at Goolse on October 5th 89. whilst on a passage to London
 Propeller shaft worn down $\frac{1}{4}$ inch recommended that shaft should be drawn for examination*

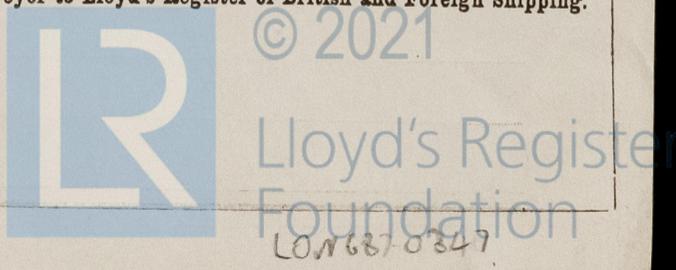
owners state that it is not convenient to draw the shaft just yet, but that it shall be done as soon as possible

General Observations, Opinion, and Recommendation:— *This vessels machinery is eligible in my opinion to remain as classed provided that the tail shaft be drawn & examined within a reasonable time*
 (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.)

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

Maurice Robinson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES 12 NOV 1889*
 Assigned *Note for further survey*



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

T. & S. Form No. 9—Transfer Issued 1/89. * Certificate to be sent to 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 subject to the propeller shaft being examined within a reasonable time.

W. A.
11-11-89

