

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

No. *360* Date of Writing Report *October 31st 1889* Port of *London* (Received at London Office, SAT 2 NOV 1889)
 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 *Robertson* No. of Visits *One*
 Tonnage { Gross *418* Vessel built at *Newcastle* By whom *Palmer & Co* When *1889* 1
 { Net *345* Engines made at *"* When *1884* Boilers, when made (Main) *1889* (Donkey) *1889*
 Registered Horse Power *145* Owners *J. Hemmick & Sons* Port *London* Voyage *Coast*
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Union Dock* (State name of Dock.)
 Steam Pressure in Main Boilers *150* Class of Vessel & Machinery
 in Donkey Boiler *✓* (As in Register Book, including date of last Boiler Survey.) *100 A1. 4. 89*
 Last Survey No. *100 A1. 4. 89* Port *London* *+ 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?

See connections in order

This vessel struck the ground at Gooles 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*

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).....	£	:	:	188

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

Committee's Minute

TUES 12 NOV 1889

Assigned

Note for further survey



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Lloyd's Register Foundation

LONG 670347

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

T. & S. Form No. 9—Transfer Issued 30/1/89. * Certificate to be sent to the Committee's Minute. (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.

N.A.
11-11-89

