

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

No. *313* Date of Writing Report *26th Feb* 1891 Port of *London*
 No. in Reg. Book. *313* Survey held at *London* Date, first Survey *24th Feb* Last Survey *25th Feb* 1891
 on the Machinery of the *S.S. "Norham Castle"* Master *Winchester* No. of Visits *2*
 Tonnage Gross *4133* Net *2667* Vessel built at *Glasgow* By whom *Elder & Co* When *1883* Boilers, when made (Main) *1883* (Donkey) *1883*
 Registered Horse Power *600* Engines made at *S. Cumie & Co* Port *London* Voyage *Cape*
 No. of Main Boilers *3* Owners *S. Cumie & Co* If Surveyed Afloat or in Dry Dock *Dry dock* Class of Vessel & Machinery *100A1. 5,90*
 Steam Pressure in Main Boilers *80* (State name of Dock.) *Gruis* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *BS 7.89 + LMC 6.87*
 in Donkey Boiler *✓* Last Survey No. *Port S.S. Lm. N° 1-87*

Particulars of Examination and Repairs (if any)

(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?

*Vessel placed in dry dock.
 Examined propeller, sea cocks, valves & their respective fastenings
 found all in good working order*

The Owners state that they intend to fit this vessel with new engines & boilers on her return from next voyage.

General Observations, Opinion, and Recommendation:—

(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, R. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

So far as seen the machinery of this vessel is in good working order & in my opinion eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

Robt. Dafford
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Assigned

as now

TUES. 20 OCT 1891

TUES. 27 OCT 1891



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LON692-0185

3 also now put on the ship or if not wh...

T. 22. Form No. 9—Transfer...

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

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

N.A.

2-3-91

