

52,289

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

No. \_\_\_\_\_ Date of Writing Report Sept. 1<sup>st</sup> 1891 Port of London (Received at London Office. TUES. 1 SEP 1891)

No. in Reg. Book. 397 Survey held at London Date, first Survey Aug. 19<sup>th</sup> Last Survey Aug. 21<sup>st</sup> 1891

on the Machinery of the Es. Northwood Master J. Cook No. of Visits 3

Tonnage Gross 718 Net 345 Vessel built at Newcastle By whom Palmer's Co. Ltd When 1889 Boilers, when made (Main) 1889 (Donkey) \_\_\_\_\_

Registered Horse Power 145 Engines made at \_\_\_\_\_ Owners W. France & Co. Port London Voyage Coast

No. of Main Boilers Two If Surveyed Afloat or in Dry Dock Fleischer's hard Class of Vessel & Machinery +100 A.I. 11-90

Steam Pressure in Main Boilers 150 lb (State name of Dock.) \_\_\_\_\_ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + hull 12-88

No. of Donkey Boiler \_\_\_\_\_

Last Survey No. 4406 Port Hull

## 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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

The furnaces of these boilers have all given way in the rivet holes at the junction of the furnace and <sup>back</sup> tube plate.

The two wing furnaces have been cropped and the two central furnaces have been re-riveted at the back ends.

Only examined the repairs just before completion, but as far as could be seen the workmanship appeared satisfactory.

## 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. 189, B.&M.S. 189, or L.M.C. 189, as the case may be.)

So far as seen the machinery appears eligible to remain as classed

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	10
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18

\*State if Certificate is required

Committee's Minute

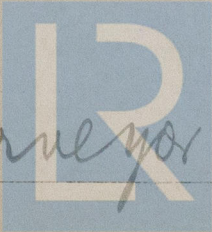
Assigned Remain as classed Chief Engineer Surveyor H. P. Cornish

TUES. 8 SEP 1891

SEP 4 SEP 1891

H. P. Cornish

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



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LON694-0083

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

\*Certificate to be sent to

16.-L. R. F. H. Form No. 9.-Transfer Ink - 5,000, 23-2-91.

(The Surveyor is requested not to write on or below the space for Committee's Minute.)

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



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

C.S.S.

3. 9. 91.

TUES. 8 SEP 1891

Chf Engr's order  
made

