

53065

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

(Received at London Office.)

WED. 1 JUN 1892

No. 320 Date of Writing Report 31st May 1892 Port of London
No. in Reg. Book. 320 Survey held at London Date, first Survey 27th May 1892 Last Survey 27th May 1892
on the Machinery of the S/s "Norham Castle" Master J. W. W. W. W. No. of Visits 1
Tonnage { Gross 4392 Vessel built at Glasgow By whom J. Elder & Co. When 1883 YEAR. MONTH. 2
Net 2357 Engines made at Do. When 1891 Boilers, when made (Main) 1891 (Donkey) ✓
Registered Horse Power 850 Owners T. Currie & Co. Port London Voyage Cape
No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery 1-150 A1
Steam Pressure in Main Boilers 160 lb (State name of Dock.) Shamrock Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 3.92.
in Donkey Boiler ✓ +LMC 10.91.
Last Survey No. 3.92. Port London +NB 9.91

Particulars of Examination and Repairs (if any) Condition

(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?

Vessel placed in the graving dock

Examined propeller, stern bush & sea connection fastenings found all in good order

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. 1,01, B.A.M.S. 1,01 or L.M.C. 1,01, as the case may be.)

Ship is in good working order - and in my opinion the vessel is eligible to remain as classed in the Register book

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

*State if Certificate is required

Committee's Minute FRI 3 JUN 1892

Assigned As now

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



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N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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

MA
1.6-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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