

53065

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

(Received at London Office)

WED. 1 JUN 1892

No. \_\_\_\_\_ Date of Writing Report 31<sup>st</sup> May 1892 Port of London

No. in Reg. Book 320 Survey held at London Date, first Survey \_\_\_\_\_ Last Survey 27<sup>th</sup> May 1892

on the Machinery of the S/s "Norham Castle" Master J. W. Nicholls No. of Visits 1

Tonnage { Gross 4892 Net 2557 Vessel built at Glasgow By whom J. Elder & Co. When 1883 YEAR. MONTH. 2

Registered Horse Power 850 Engines made at \_\_\_\_\_ When 1891 Boilers, when made (Main) 1891 (Donkey)

No. of Main Boilers 3 Owners T. Currie & Co. Port London Voyage Cape

Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 1-150 A1

in Donkey Boiler \_\_\_\_\_ (State name of Dock.) Shannon Lane W. 1/2 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 3.92

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ +LMC 10.91  
+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:—

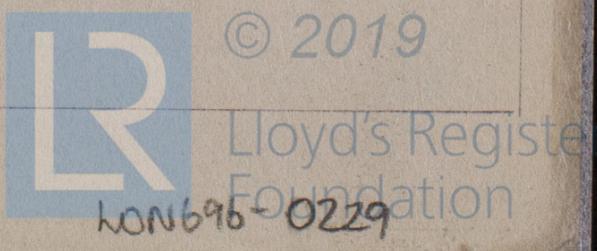
*The machinery as far as seen is in good working order and in my opinion the vessel is eligible to remain as classed in the Register book*

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

*R. B. Nicholls*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI 3 JUN 1892

Assigned As now



16—L.R.P.H.—Form No. 9—Transfer Book  
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)  
 or "not written, and which, was still be valid."

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

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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