

53087

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

SAT. 4 JUN 1892

(Received at London Office)

No. _____ Date of Writing Report *3rd June 18* Port of *London*

No. in Reg. Book *399* Survey held at *London* "Northwood" Date, 1st Survey *16th May* Last Survey *1st June 1892*

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

Tonnage { Gross *418* Net *345* Vessel built at *Newcastle* By whom *Palmer & Co. (Linn.)* When *1889* 1

Registered Horse Power *145* Engines made at *D.* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*

No. of Main Boilers *On* Owners *W. Smith?* Port *London* Voyage *Good*

Steam Pressure in Main Boilers *150* If Surveyed Afloat or in Dry Dock *dry dock* Class of Vessel & Machinery *-100 A1*

in Donkey Boiler *✓* (State name of Dock.) *Orford* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *11.90*

Last Survey No. _____ Port _____

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?

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

Seen in safe working condition and in my opinion the vessel is

eligible to remain as classed in the Register Book - and this survey

be noted as part Special No. 1

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,
				10

*State if Certificate is required

Committee's Minute

Assigned

Note

FRI 10 JUN 1892



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Lloyd's Register
Foundation

LONB916-0257

It is submitted that
this vessel is eligible to
remain AS CLASSED
and that this examination
of the vessel in dry dock
be noted as part of
the special survey.

Cyff.
8.6.92.

