

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

(Received at London Office)

MON 17 JUN 1895

Date of writing Report *June 14<sup>th</sup>* 18*95* When handed in at Local Office *18* Port of *London*

No. in Reg. Book. *331* Survey held at *London* Date, First Survey *May 23<sup>rd</sup>* Last Survey *June 10<sup>th</sup>* 18*95*

*331* on the Machinery of the Wood, Iron or Steel *S.S. "Norham Castle"* Master *Craven*

Tonnage { Gross *4392* Net *2557* Vessel built at *Glasgow* By whom *J. Eldon & Co* When *1883* Boilers, when made (Main) *1891* (Donkey) *1891*

Registered Horse Power *850* Engines made at *Do* Owners *D. Currie & Co* Port *London* Voyage

No. of Main Boilers *3* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *160* in Donkey Boilers *80* If Surveyed Afloat *+* in Dry Dock *Thames for 24 hrs* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Docking & new furnace*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

*Propeller & sea connection examined in graving dock and found in good order*

*On account of the aft star furnace in centre boiler being cracked to the extent of sixteen inches in a circumferential direction along one of the ribs, it has been removed & a new one fitted in its place*

*The crank shaft has been lifted, bottom main bearing bushes refitted with white metal & shaft re bedded in place*

*The HP cylinder & valve chamber have been rebored out & new rings fitted on piston, the diameter of HP cylinder is now 37 7/8*

General Observations, Opinion, and Recommendation:— *The machinery as far as seen is in good order and safe working condition, and in my opinion eligible for the machinery as classed in the Register Book*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4, 94, B.M.S. 4, 94 or L.M.C. 4, 94, 140 lb., P.D., &c.)

Office or Registration Fee (per Sec. 32)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 38)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

*Geo A Milner*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required

Committee's Minute *TUES 18 JUN 1895*

Assigned *As now*



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

State if Certificate is to be sent to

15-LRP-Report No. 2—Transfer Link—5,000, 3,495.  
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



A.P. Cylinder bored out  
on account of one Main  
Boiler furnace being  
cracked it has been  
renewed

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

dia of A.P. Cyl:

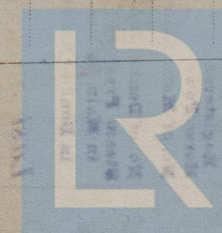
37 $\frac{5}{8}$ "

A.P.R.

17-6-95

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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