

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

(Received at London Office) MON 4 JAN 1897

Date of writing Report *2 July 1897*. When handed in at Local Office *4 July 1897* Port of *London*
 No. in Reg. Book. *356* Survey held at *London*. Date, First Survey *and* Last Survey *1 July 1897*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Northam Castle"* Master *A. Simeau*
 Tonnage { Gross *4392* Net *2557* Vessel built at *Glasgow* By whom *J. Elder & Co* When *1893* YEAR. MONTH. *2*
 Registered Horse Power *831* Engines made at *"* When *'87* Boilers, when made (Main) *'91* (Donkey) *'91*
 No. of Main Boilers *3* Owners *J. Currie & Co* Port *London* Voyage *Natal*
 No. of Donkey Boilers *1*
 Steam Pressure— in Main Boilers *160 lb* If Surveyed Afloat or in Dry Dock *in Green's Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 in Donkey Boilers *80*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *In dry dock* + *100 A1* 4.96 + *Lue* 2.96

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>J.J. 103</i> 9.91	<i>16</i>	<i>+ N.B.</i> 9.91
<i>J.J. 101</i> '96		

Periodical Surveys, when held, must be reported in detail and seriatim 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?

Has the propeller shaft been drawn and examined at this time? *No.*

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

Propeller, Stern-bush and outside fastenings of the Sea Connections, have examined and found in good order

General Observations, Opinion, and Recommendation:—

The Machinery of this vessel is in good condition and in my opinion eligible to remain as classed without fresh record.

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

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

*State if Certificate is required _____
Committee's Minute **FRI. 29 JAN 1897**

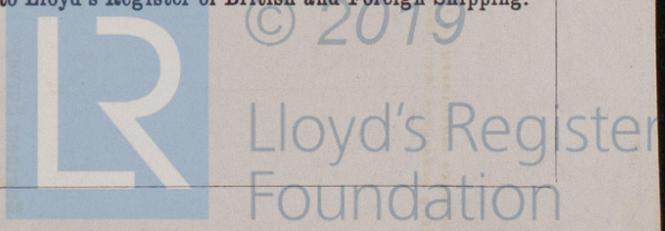
Assigned *As now*

Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent? *yes*

2309—15/8/96—Transfer Ink.

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

*Certificates to be sent to _____



LON711-0333

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

*R.S.
27/1/97.*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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