

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

(Received at London Office.

SAT. 6 NOV 1897

Date of sailing Report Nov. 3 1897. When handed in at Local Office 18. Port of London.

No. in Reg. Book. Survey held at London. Date First Survey and Last Survey Nov. 5, 1897.

364 on the Machinery of the Wood, Iron or Steel L.P. Norham Castle Master Harrison.

Tonnage { Gross 4392 Net 2557 Vessel built at Gls. By whom J. Eldert & Co. When 1883 2.

Registered Horse Power 831 Engines made at Gls. When 1891 Boilers, when made (Main) 1896 (Donkey) 1891

No. of Main Boilers 3 Owners (D. Currie & Co.) Port London. Voyage Natal.

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Thames Dry Dock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure— in Main Boilers 160 lbs. in Donkey Boilers 80 lbs.

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Done*

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined propeller, stem bush, & sea connections fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now

(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. 9,95, B. & M.S. 9,95 or $\frac{1}{2}$ L.M.C. 9,95, 140 lb., F.D., &c.)

far as seen in good condition & in my opinion the vessel is eligible to remain
as classed.

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

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

* State if Certificate is required

Committee's Minute

Assigned

Deferred

FRI. 12 NOV 1897

FRI. 11 MAR 1898

LON714-0037

B.S. due 9.97 the owners proposal
to hold this in January next when
B of Survey is held has been approved

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**.

LS
9/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation