

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

(Received at London Office. SAT. 6 NOV 1897)

Date of writing Report Nov. 5 1897 When handed in at Local Office Port of London

No. in Reg. Book 364 Survey held at London Date First Survey and Last Survey Nov 4 1897

on the Machinery of the Wood, Iron or Steel S.P. Northam Castle Master Harrison

Tonnage Gross 4392 Net 2557 Vessel built at 92s. By whom J. Eldert Co. When 1883 YEAR. MONTH. 2

Registered Horse Power 831 Engines made at 50 When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

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

No. of Donkey Boilers 1 Steam Pressure— in Main Boilers 160 lbs in Donkey Boilers 80 lbs If Surveyed Afloat or in Dry Dock James St. Dry Dock

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.

(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 date 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? No

Do. " Donkey " " " " " No

If this was not done, state for what reasons? Not prepared for survey.

And what parts of the Boilers could not be thus thoroughly examined? The Boiler survey will be held at the vessels return, when the Board of Trade survey becomes due.

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 spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 3/16"

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

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

General Observations, Opinion, and Recommendation:— This vessels Machinery is now as 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)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	

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

*State if Certificate is required

Committee's Minute FRI. 12 NOV 1897 FRI. 11 MAR 1898

Assigned Deferred



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

*Certificate to be sent to

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.



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Foundation