

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

(Received at London Office

TUES. 6 MAR 1898

Date of writing Report *5 March 98* When handed in at Local Office *7 March 98* Port of *London*
No. in Reg. Book. *364* Survey held at *London* Date, First Survey *15 Feb* Last Survey *14 March 1898*
on the Machinery of the *Wood, Iron or Steel* *T. T. Norham Castle* Master *Rendell*
Tonnage { Gross *4342* Net *2557* Vessel built at *Glasgow* By whom *J. Selous Stee* When *1883* YEAR. MONTH. *2*
Registered Horse Power *831* Engines made at *"* When *91* Boilers, when made (Main) *91* (Donkey) *91*
No. of Main Boilers *3* Owners *D. Currie Stee* Port *London* Voyage *Cape Town*
No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat - 2 Flamma B 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*

Last Survey No. *59381* Port *London*
Particulars of Examination and Repairs (if any) *B.S. +100 A. 1.97 +L.C. 2.96*
1.96 W3.99 +N.B. 9.91
1.1. Jan. 96

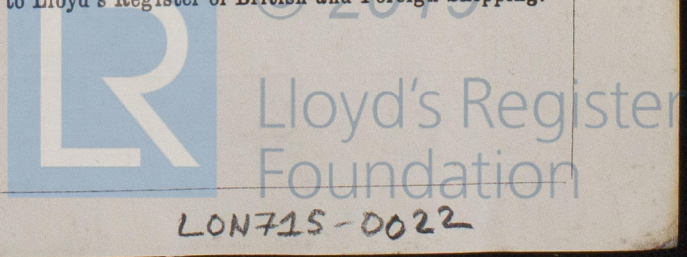
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes.*
Do. " Donkey " " " *yes.*
If this was not done, state for what reasons? *-*
And what parts of the Boilers could not be thus thoroughly examined? *-*
Also what special means, in the absence 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? *yes.* At what pressure were they afterwards adjusted under steam? *160 lbs*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.* To what pressure were they afterwards adjusted? *75 "*
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? *1/8"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*
Now done: Main Boilers examined and found to be in satisfactory condition.
Donkey Boilers examined and now found to be generally in good order.
All Boilers tried under steam and their Safety Valves found loaded as above.
Engines tried under steam in port.
Examined propeller, stern bush, & sea connections fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation:—
(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 L.M.C. 9,95, 140 lb., &c.)
The Machinery of this vessel is in good condition and in our opinion eligible to remain as classed with fresh record of B.S. - 3.98.

Office or Registration Fee (per Sec. 27) £ *2 10* Fees applied for *73 18 98*
Survey Fee (per Section 28) £ *2 10*
Special Damage Fee (per Section 28) £ *2 5* Received by me, *15/3/98*
Travelling Expenses (if chargeable) £ *2 5*
*State if Certificate is required

Committee's Minute *FRI. 11 MAR 1898*
Assigned *R 33 98*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Witcher R. M. Salmon



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

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

*Certificate to be sent to

It is submitted that
this vessel is eligible for
THE RECORD.

B. 3, 98

8/3/98

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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