

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

(Received at London Office,)

22 MAY 1888

No. *48447*
 Date of Writing Report *May 19th 1888* Port of *London*
 No. in *166* Survey held at *London* Date, first Survey *May 8th* Last Survey *May 18th 1888*
 on the Machinery of the *S. S. New Pelton* Master *Hutchinson* No. of Visits *4*
 Gross *528* Net *521* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1866*
 Registered *99* Engines made at *Palmer's* When *1876* Boilers, when made (Main) *1876* (Donkey)
 Horse Power *1* Owners *W. James per J. Howard & Port* *Newcastle* Voyage *Coast*
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Limekiln Dock* Class of Vessel & Machinery *80 A. 1. 4. 88*
 Steam Pressure in Main Boilers *75* (State name of Dock.) (as in Register Book.) *+ L.M.C. 8.84*
 in Donkey Boiler *40*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any)

(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 should be separated from

Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *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?

This ship being in dry dock
examined sea connections & propeller fastenings found stern
bulk worn down 5/16" full & shaft pitted at end of liner
Laid end shaft has been drawn tried up & a piece 1/2 broad cut
off liner, where pitted & shaft lapped round with marline.
Examined, cylinders, steam chests, slides pistons, crank shaft, crank pins
thrust shaft, air & circulating pumps, feed & bilge pumps & all
valves belonging to them, also sea cocks & valves & found them all
in good condition

Examined main & donkey boiler & superheater inside & outside
& found three steam space stays defective, also bad place in
fire hole of donkey boiler, necessitating a patch. These have
all been made good, that is, stays renewed & patch put
on

Tested main boiler safety valves to 80 lbs per sq inch
also donkey boiler valve to 40 lbs per sq inch

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

being now in a good & efficient condition she is eligible
in my opinion to be marked + L.M.C. 5.88 in the register
book

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 3 :	<i>29.5 1888</i>
Special Damage, Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>12/6 1888</i>

Committee's Minute *TUE 29 MAY 88*

Assigned *+ dmb 5/88*

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

It is submitted that this vessel is
eligible to have the notification
+ Line 5. 88 recorded

DF

23/5/88

