

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

48447

(Received at London Office.)

MAY 22 1888

No. *166* Date of Writing Report *May 19th 1888* Port of *London*
 No. in Reg. Book *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*
 Tonnage { Gross *528* Net *521* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1865-4*
 Registered Horse Power *99* Engines made at *Palmer's* When *1876* Boilers, when made (Main) *1876* (Donkey)
 No. of Main Boilers *1* Owners *H. James per J. Howard & Port* *Newcastle* Voyage *Coast*
 Steam Pressure in Main Boilers *75* If Surveyed Afloat or in Dry Dock *Limekiln Dock* Class of Vessel & Machinery *80A.1.7.88*
 in Donkey Boiler *40* (as in Register Book.) *+L.M.C. 8.84*
 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 bush worn down 5/16" full & shaft pitted at end of liner. Tail 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 wells & 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

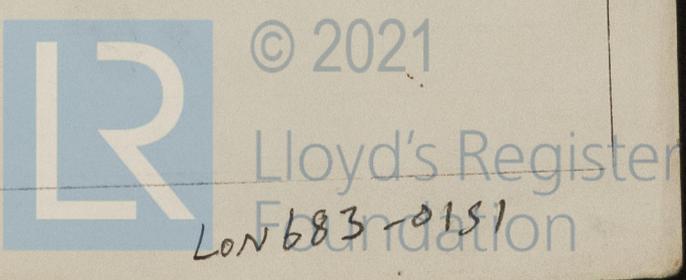
General Observations, Opinion, and Recommendation:— *This vessels machinery being now in a good & efficient condition she is eligible in my opinion to be marked +L.M.C. 5.88 in the register book*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

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

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

Committee's Minute *TUE 29 MAY 88*

Assigned *A.M.C. 5/88*



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

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

DF

23/5/88

