

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

48519
TUES 19 JUNE 1888

No. _____ Date of Writing Report June 18th 1888 Port of London
No. in Reg. Book. Survey held at London Date, first Survey June 6th Last Survey June 16th 1888
on the Machinery of the S.S. Lord Alfred Paget Master J. Whitehead No. of Visits 5
Tonnage Gross 621 Net 962 Vessel built at Newcastle By whom Palmer & Co When 1870 YEAR. MONTH.
Registered Horse Power 120 Engines made at Palmer & Co's When 1870 Boilers, when made (Main) 1885 (Donkey) none
No. of Main Boilers 1 Owners S. Clarke & Co Port London Voyage Coast
Steam Pressure— 90 lbs If Surveyed Afloat or in Dry Dock Curtis Dock Class of Vessel & Machinery 100 A. 1. 7. 87
Donkey Boiler none (State name of Dock.) (as in Register Book.) L.M.C. 5. 85

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?

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 vessel being in Curtis dry dock, examined sea connections & propeller fastenings, found shaft down in bush $\frac{3}{8}$ " this has been drawn & new tail end shaft put in, also stern tube re wooded with lignum vitae, satisfactory. Examined, cranks & tunnel shafting, also, cylinders, pistons, pumps & valves, slide valves & steam chests, & with the exception of one or two studs broken on air pump valve seats, found them all in good order, these valve seats have been drawn & new studs fitted, & are now in good condition.

Examined main boiler & steam dome, internally & externally & found them in good condition.

Tested & set main boiler safety valves to 90 lbs per sq inch.

No donkey boiler.

General Observations, Opinion, and Recommendation:— The machinery of this ship is now in good & efficient condition & eligible in my opinion to be classed L.M.C. 6. 88 in the register book.

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| Office or Registration Fee (per Sec. 27)..... | £ | : | : | Fees applied for |
| Survey Fee (per Section 28)..... | £ | 3 | 3 | 21. 6. 188 |
| Special Damage Fee (per Section 28)..... | £ | : | : | |
| *Certificate (if required) as per margin..... | £ | : | 2 | 25. 6. 188 |
| Travelling Expenses (if chargeable)..... | £ | : | : | |

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

Committee's Minute FRIDAY 22 JUNE 1888

Assigned Lneb 6/88

Submitted that this vessel
is eligible to have L.M.C

6.58- M
21.6.58-

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation