

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

48519

TUES 19 JUNE 1888

No. _____ Date of Writing Report June 19th 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 Vessel built at Newcastle By whom Palmer & Co When 1870 YEAR. MONTH.
 Net 962 Engines made at Palmer & Co's When 1870 Boilers, when made (Main) 1885 (Donkey) none
 Registered Horse Power } 120 Owners S. Clarke & Co Port London Voyage Coast
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Curtis Dock Class of Vessel & Machinery 100 A. 1. 7. 87
 Steam Pressure—
 No. Main Boilers 90th (State name of Dock.) (as in Register Book.) L.M.C. 5. 85
 No. Donkey Boiler none

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

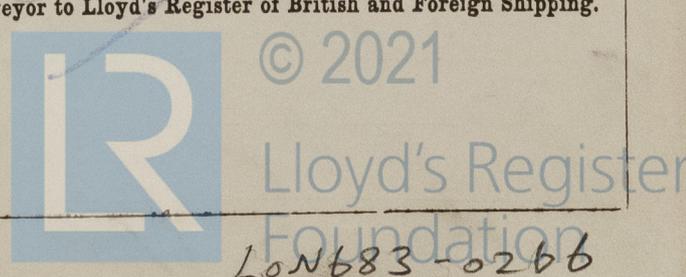
General Observations, Opinion, and Recommendation:— The machinery of this ship is now in good & efficient condition & eligible in my opinion to be classed L.M.C. 6. 88 in the register book.
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	3	3	21. 6. 188
Special Damage Fee (per Section 28).....	£	:	:	} Received by me, 25/6 1888
*Certificate (if required) as per margin.....	£	:	2	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute FRIDAY 22 JUNE 1888

Assigned Lneb 6/88



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

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.