

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

5034

(Required at London Office,)

MON 17 FEB 1890

No. *564* Date of Writing Report *Feb 15th 1890* Port of *London*
 No. in Reg. Book *564* Survey held at *London* Date, first Survey *Feb 14th* Last Survey *Feb 14th 1890*
 on the Machinery of the *S.S. Lord Alfred Paget* Master *Whitehead* No. of Visits *1*
 Tonnage { Gross *982* Net *621* Vessel built at *Palmer Co* By whom *Newcastle* When *1870* YEAR. MONTH. *9*
 Registered Horse Power *120* Engines made at *Newcastle* When *1870* Boilers, when made (Main) *1885* (Donkey)
 No. of Main Boilers *1* Owners *S. Clarke & Co* Port *London* Voyage
 Steam Pressure in Main Boilers *90* If Surveyed Afloat or in Dry Dock *Regents* (State name of Dock.)
 in Donkey Boiler Class of Vessel & Machinery
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *100 A. 4. 89*
+NB 85 - L.M.C. 6. 88

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?

Examined propeller shaft & crankshaft, stern bush lined up with bynum ritae, crank & thrust shafts lined up sea connections in good order

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

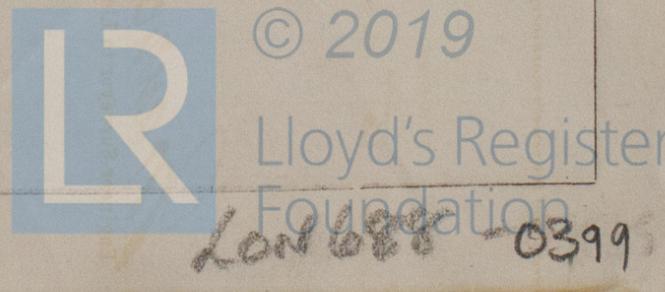
The machinery of this vessel as far as run is in good condition & eligible in my opinion to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for	
Survey Fee (per Section 28).....	£	:	:		18
Special Damage Fee (per Section 28).....	£	:	:		
*Certificate (if required) as per margin.....	£	:	:		
Travelling Expenses (if chargeable).....	£	:	:	18	

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

Committee's Minute **FRIDAY 7 MARCH 1890**

Assigned *As Closed*



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

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

It is submitted that this
vessel is eligible to
remain as
Classed.

W.A.
6-3-90

