

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

No. \_\_\_\_\_ Date of Writing Report *Feb 15<sup>th</sup> 1890* Port of *London*  
No. in Reg. Book. *564* Survey held at *London* Date, first Survey *Feb 14<sup>th</sup>* Last Survey *Feb 14<sup>th</sup> 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 *Palmers Co* By whom *Newcastle* When *1870* Boilers, when made (Main) *1885* (Donkey) *✓*  
Registered Horse Power *120* Engines made at *Newcastle* Owners *S. Clarke & Co* Port *London* Voyage \_\_\_\_\_  
No. of Main Boilers *✓* 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 1. 4. 89*  
*+NB 85 - LMC 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 rital, 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 seen 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 ..... | £ | : | : | Received by me,  |
| Travelling Expenses (if chargeable) .....      | £ | : | : | 18               |

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

Committee's Minute *FRIDAY 7 MARCH 1890*  
Assigned *As Closed*



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

W.A.  
6-3-90

