

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

No. *158* Date of Writing Report *August 19th 1890* Port of *London*
No. in Reg. Book *158* Survey held at *London* Date, first Survey *Aug 5th 9th* Last Survey *August 16th 1890*
on the Machinery of the *S.S. "New Pelton"* Master *Hutchinson* No. of Visits *3*
Tonnage Gross *821* Net *759* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1865* YEAR. MONTH. *4*
Registered Horse Power *99* Engines made at *"* When *1878* Boilers, when made (Main) *1878* (Donkey) *✓*
No. of Main Boilers *one* Owners *J. Fenwick & Sons* Port *Newcastle* Voyage *"*
Steam Pressure in Main Boilers *45 lbs* If Surveyed Afloat or in Dry Dock *Limkilus*
in Donkey Boiler *60 "* (State name of Dock.)
Last Survey No. *22686* Port *Newcastle* *S.S. Lon No 3-5-88* Class of Vessel & Machinery
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *80 A1-4-89*
LMC 5-88
BS 4-89

Particulars of Examination and Repairs (if any) *Annual B. Survey*
(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?

Main & donkey boiler & their respective safety-valves examined.
six screwed stays put in combustion chamber backs where bulged
New tubes fitted to donkey boiler
Main safety-valves blow at 45 lbs
Donkey " " " " 60 "
sea connections & propeller fastenings examined & found in 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.)
as far as seen this vessel's machinery is in good condition & eligible in my opinion to remain as classed & to have B.S. 8.90 recorded

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	10	20/8 1890
Special Damage Fee (per Section 28)	£	:	:	received by me, <i>Manuel Paton</i>
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

Committee's Minute *FRI 22 AUGUST 1890*
Assigned *BS 8.90*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
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It is submitted that this
vessel is eligible to
have B.S. & 90
recorded—

N.A.
20.8.90

2.15
0.10
1.5



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