

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

52, 248

23 AUG 1891

No. _____ Date of Writing Report Aug 19th is 91 Port of London (Received at London Office)

No. in Reg. Book 161 Survey held at Winchelsea Date, first Survey July 30th Last Survey Aug 15th 1891

on the Machinery of the ss "New Pelton" Master _____ No. of Visits 6

Tonnage Gross 751 Net 470 Vessel built at Newcastle By whom Palmer Bros & Co When 1865 YEAR. MONTH. 4

Registered Horse Power 99 Engines made at do. When 1878 Boilers, when made (Main) 1878 (Donkey) 1878

No. of Main Boilers One Owners J Fenwick & Son (mgr) Port Newcastle Voyage _____

Steam Pressure in Main Boilers 75 lbs in Donkey Boiler 50 lbs Surveyed Afloat or in Dry Dock (State name of Dock.) Winchelsea Class of Vessel & Machinery +80 A. 1. 8. 90

Last Survey No. 3-5, 88 Port Lon. (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) hmc 5.88 B.S. 8.90

Particulars of Examination and Repairs (if any) Special 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 Main Boiler separately and make a thorough examination at this time? yes.

Do. " Donkey " " " yes

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? yes

At what pressure were they afterwards adjusted under steam? 75 lbs per sq inch

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes

To what pressure were they afterwards adjusted? 50 lbs per sq inch

Examined main & donkey boilers,
work done:— one new stay in combustion chamber back & 2 mts in ditto.

Examined Cylinders, pistons, slides, pumps, condenser, Crank, thrust & tunnel, shafting,
one new feed pump delivery valve & seat fitted.

all sea-cocks examined & ground-in—
The propeller, stern-bush & sea-cock fastenings found all in good order—

General Observations, Opinion, and Recommendation:— So far as seen the machinery is in good condition & is eligible in my opinion to have hmc 8-91 recorded 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: thus, for example, B.S. 1,89, B.&M.S. 1,89, or L.M.C. 1,89, as the case may be.)

Office or Registration Fee (per Sec. 27) £ 3.10.0 Fees applied for 20/8/91

Survey Fee (per Section 28) £ : : Received by me, 21.8.1891

Special Damage Fee (per Section 28) £ : : M.C.H.

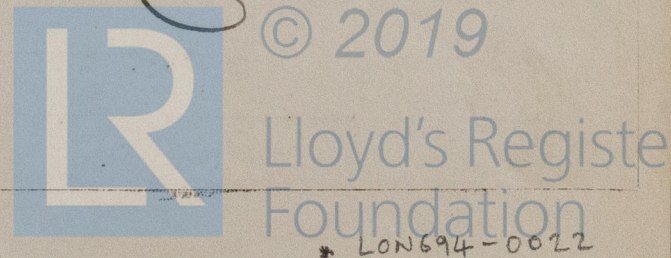
Travelling Expenses (if chargeable) £ : :

*State if Certificate is required.

Committee's Minute FRI 21 AUG 1891

Assigned L.M.C. 8, 91

M. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



The Surveyors are requested not to write on or below the space for Committee's Minute.

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

It is submitted that this vessel
is eligible to have
L.M.C. 8.91 recorded

N.A.
20.8.91

11.11.1911

General Observations, Opinion, and Recommendation:

