

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

FRI 9 OCT 1891

No. *437* Date of Writing Report *Oct 8th 1891* Port of *London*  
 No. in Reg. Book *437* Survey held at *London* Date, first Survey *Sept 1st* Last Survey *Oct 1st 1891*  
 on the Machinery of the *ss Lord Alfred Paget* Master *J. Whitehead* No. of Visits *8*  
 Tonnage Gross *982* Net *621* Vessel built at *Newcastle* By whom *Palmer's* When *1870* 9  
 Registered Horse Power *120* Engines made at *do* When *1870* Boilers, when made (Main) *1885* (Donkey)  
 No. of Main Boilers *One* Owners *S. Clarke & Co* Port *London* Voyage *Hartlepool*  
 Steam Pressure in Main Boilers *90 lbs* Surveyed *in* Dry Dock *Regent* Class of Vessel & Machinery *+100 A.S. no date*  
 in Donkey Boiler *40 lbs* (State name of Dock.)  
 Last Survey No. *1-88* Port *hon*

Particulars of Examination and Repairs (if any) *Annual B.S. & damage.*  
 (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 " " " *There is no donkey boiler.*  
 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? *The vessel left a day before it was originally intended that she should leave -*  
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *✓*  
 To what pressure were they afterwards adjusted? *✓*

*The main boiler safety valves are in good condition -*  
*The superintendent state that an opportunity will be given for testing the safety valves, when the vessel returns from Hartlepool.*  
*It is stated that the vessel encountered exceptionally heavy weather whilst on a voyage from Hartlepool to London on August 26th on examination of the machinery in Regent Dry Dock on Sept 1st & subsequently found the after pin of the crank shaft broken right through, at the forward fillet - & the crank pin brasses broken. Recommended in consequence of this damage a new crank shaft & new after crank pin brasses to be fitted. These recommendations were complied with before the vessel left London - (Part S. S. No 2)*  
*4 new main bearing brasses have now been fitted, & two new propeller blades. The tail shaft has been renewed & the stern bush rewooded.*  
 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, 91, B.E.N.S. 1, 91, or L.M.C. 1, 91, as the case may be.)

*As far as seen the machinery is in good condition & the vessel is in my opinion eligible to remain as classed and to have B.S. 10-91 recorded in the Register Book, when the safety valves have been ret.*

Office or Registration Fee (per Sec. 27)	£	1.0.0	Fees applied for	10/10/1891
Survey Fee (per Section 28)	£	2.3.0	Received by me,	12-10-1891
Special Damage Fee (per Section 28)	£			
Travelling Expenses (if chargeable)	£			

\*State if Certificate is required

*H. P. Cornick.*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *16 OCT 1891* *FRI 4 DEC 1891*

Assigned Note for Completion



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 LON694-0195

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

16.-L. R. E. H. Form No. 3.-Transfer Ink-5,000, 18/9/91  
 (The Surveyor may request 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  
will be  
eligible for the record B.S. 10. 91

When the safety valves  
have been adjusted.

J.P.P.  
12. 10. 91.