

52415

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

(Received at London Office) THURS. 11 FEB 1892

No. 437 Date of Writing Report Feb. 10th 1892 Port of London

No. in Reg. Book 437 Survey held at London Date First Survey Jan: 30th Last Survey Feb: 9th 1892

on the Machinery of the ss Lord Alfred Paget Master J. Whitehead No. of Visits 2

Tonnage Gross 982 Net 621 Vessel built at Newcastle By whom Palmer's Co 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 J. Clarke & Co Port London Voyage Coast

Steam Pressure in Main Boilers 90th If Surveyed Afloat or in Dry Dock afloat in (State name of Dock.) Millwall docks Class of Vessel & Machinery #100A.1.9.91

Donkey Boiler — Last Survey No. 52818 Port London (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) huc 6.88

Particulars of Examination and Repairs (if any) Completion of B.S. SS London No 1-88

(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?

Do. " Donkey " " " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

adjusted safety valves of main boiler, under steam, to blow at 90th per sq in pressure.

General Observations, Opinion, and Recommendation:— Sofar as seen the machinery is in good condition and eligible in my opinion to remain as classed and to have B.S. 10-91 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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:		Fees applied for	
Survey Fee (per Section 28)	£	✓	✓		18
Special Damage Fee (per Section 28)	£	:	:		
Travelling Expenses (if chargeable)	£	:	:		
				Received by me,	
				18	

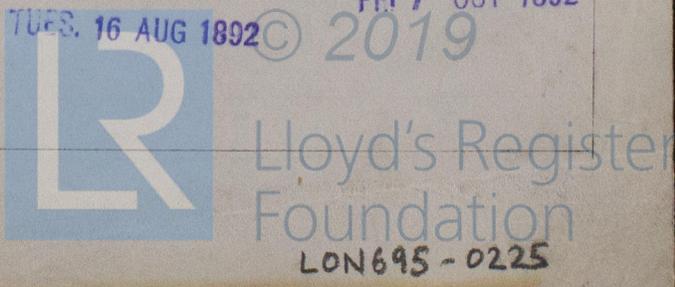
H.P. Cornish  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\* State if Certificate is required.

Committee's Minute TUES. 16 FEB 1892 TUES. 2 AUG 1892 FRI 7 OCT 1892

MON. 1 AUG 1892 TUES. 16 AUG 1892

Assigned B.S. 10, 91



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

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

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B.S. 10-91

N.A.

12-2-92



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