

32818

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

FR 18 MAR 1892

(Received at London Office)

No. _____ Date of Writing Report _____ 18 _____ Port of _____

No. in Reg. Book _____ Survey held at London Date, first Survey Mar: 7 Last Survey Mar: 9 1892

487 on the Machinery of the S. S. Lord Alfred Paget Master _____ No. of Visits 2

Tonnage Gross 982 Net 621 Vessel built at Woolwich By whom Palmer & Co When 1870-9

Registered Horse Power 120 Engines made at do When 1870 Boilers, when made (Main) 1885 (Donkey)

No. of Main Boilers _____ Owners S. Clarke & Co Port London Voyage _____

Steam Pressure in Main Boilers 90 lbs. ☒ Surveyed Abroad or in Dry Dock Regents Class of Vessel & Machinery 100 A1

in Donkey Boiler _____ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 6.88 B.S. 10.91

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage to Stule

(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?

Vessel placed in dry dock, sea combs. &c. & found in good condition.
The propellers: tips fastenings sound & the tail shaft: a good fit in
Stem bush. - No damage to Engines.

General Observations, Opinion, and Recommendation:— As far as seen this vessel appears
(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.M.S. 1,91, or L.M.C. 1,91, as the case may be.)
Eligible to remain as classed.

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

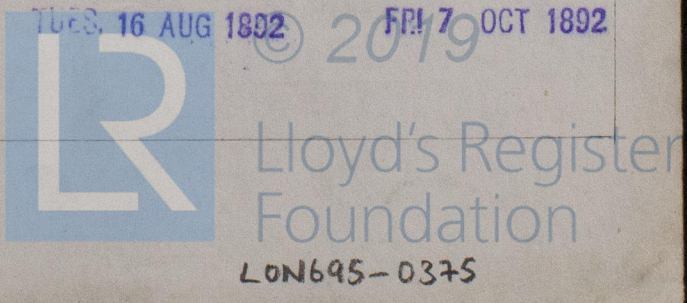
Geo. E. Wilkinson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

* State if Certificate is required _____

Committee's Minute TUES. 22 MAR 1892

Assigned Deferred

TUES. 2 AUG 1892
MON. 1 AUG 1892
TUES. 16 AUG 1892
FRI. 7 OCT 1892



State if a Report is also now sent on the Ship

* Certificate to be sent to

16.-L. R. P. II.-Form No. 2.-Transfer Ink-5,000, 18/9/91

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.

*It is submitted that
this vessel is eligible to
remain AS CLASSED. and this
survey be noted as part
of S.S. No. 2*

*N.A.
18-3-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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