

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

(Received at London Office 14 MAR 94)

Date of writing Report *12<sup>th</sup> March 94* When handed in at Local Office *is* Port of *London*  
 No. in Reg. Book. *141* Survey held at *London* Date, First Survey *1<sup>st</sup> March 1894* Last Survey *5<sup>th</sup> March 1894*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. "New Pelton"* (No. of Visits *2*) Master *E. Fair*  
 Tonnage { Gross *451* Net *440* Vessel built at *Newcastle* By whom *Palmer's Bros & Co.* When *1865* 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* Port *Newcastle* Voyage *Coasting*  
 Steam Pressure in Main Boilers *75* If Surveyed Afloat or in Dry Dock *Victoria Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boiler *✓*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Part S.S. No. 2.*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

*To be partly completed on vessel's return - Now done - H. P. & L. P. cylinders, pistons and slides examined. Thrust shaft examined. On account of a flaw in one of the crank pins, the spare crank shaft (double throw & made in 1878) was now fitted.*

*To complete the survey. - The vessel requires to be placed in dry dock, the sea and bilge connections examined and the propeller shaft drawn, if necessary. The tunnel shafting, pumps & condenser to be examined. The Main & Donkey boilers to be examined, also their safety valves and the latter adjusted under steam.*

General Observations, Opinion, and Recommendation: *This vessel's machinery, so far as seen, is in safe working condition, eligible, in my opinion, to remain as classed with record of L.M.C. deferred until completion of above.*

(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. 9,92, B.M.S. 9,92 or L.M.C. 9,92, as the case may be.)

Office or Registration Fee (per Sec. 27) £ : :  
 Survey Fee (per Section 28) £ : :  
 Special Damage Fee (per Section 28) £ : :  
 Travelling Expenses (if chargeable) £ : :  
 \*State if Certificate is required

Fees applied for

18

Received by me,

18

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

Committee's Minute

Assigned

FRI 16 MAR 1894

FRI 29 JUN 1894  
TUES 9 APR 1895

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Lloyd's Register  
Foundation  
LON 701 0347