

Report of Survey for Repairs of Engines and Boilers.

(40346)

No. _____ (Received at London Office, (Rec'd 3581.))

No. in Reg. Book. 168 Survey held at London Date, first Survey Apr. 20th Last Survey Apr. 30th 1881

on the Machinery of the S. S. "Samuel Lang" (Number of Visits 5)

Tonnage, Gross <u>609</u>	Built at <u>Newcastle</u>	When built <u>1854</u>
Ditto, Net <u>477</u>	Owners <u>J. Fenwick & Son</u>	Port belonging to <u>London</u>
Diameter of Cylinder <u>21" + 42"</u>	Engines made by <u>J. Stewart</u>	When made <u>1875</u>
Length of Stroke <u>30"</u>	Boilers made by <u>T. & C. DR. & Eng. Wks. Co.</u>	When made <u>1875</u>
Pressure of Steam <u>75 lbs.</u>	If Surveyed Afloat or in Dry Dock <u>Limit 10 days dry dock + afloat.</u>	Classed <u>80A1</u>
Registered Horse Power <u>70</u>		
Last Survey No. _____	Port _____	

Particulars of Repairs and Examination According to the requirements
(State cause of Repairs.)
for Special Survey No 2 and damage to Propeller shaft
caused by a rope fouling nut at back of propeller and
slacking back same. —
Vessel placed in dry dock, propeller found to be dis-
connected and tail shaft drawn, examined stern
bush which showed no signs of being loose or damaged
Examined tail shaft after being placed in lathe
for riflication, found to be sound & liner quite tight
the next length of shafting also placed in lathe
& found to be true, examined same & found it to be
in good condition. Crank shaft examined found in
good condition, these three lengths of shafting have
been laid up together, a slight crack found in after flange
of top half of thrust bearing but not thought sufficient
to renew the brass, this also forms the aftermost bearing
of crank shaft. Examined cylinders Slides & valves
all found to be in good condition. The high pressure piston
has been turned up in lathe, also the piston rod, a new
nick bush & gland rebushed. Air & circulating pumps
examined and found in good condition. Feed & Bilge
pumps turned up in lathe and new bushes fitted. —
Sea connections examined found in good condition. —

General Observations, Opinion, and Recommendation:— The Engines and Boilers
being now in good & safe working condition renders the vessel
eligible in my opinion to be marked in the Register Book with
B + M. S. 4. 81. provided that the boiler is again submitted
for Survey within 12 mths. from this date, as the regulations require

Entry or Registering Fee... £ 1 : 0 : 0
(per Section 27.)
Survey Fee (per Section 28) ... £ 3 : 3 : 0 received by me,
Certificate (if required) ... £ : : 10 May 1881
to be sent as per margin.
(Travelling Expenses, if any, £ _____)

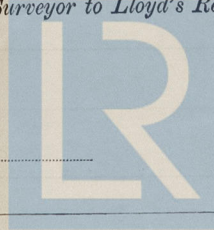
Geo. E. Merriamson.
Engineer Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute _____

Friday, May, 6th 1881

Assigned _____

B + M. S. 4, 81



Lloyd's Register
Foundation

LONG65-0475

40346 Jan.

Boiler examined. Furnaces & Combustion chambers found in fairly good condition, one nut of stay tube in middle chamber to renew. Stays in fairly good condition. Shell of boiler in fairly good condition. A small pitted patch found in front of ash pit of middle furnace. Recommended the boiler to be thoroughly cleaned internally which has been done. Examined Safety Valves which were found to be in good condition, and properly loaded to the working pressure of 75 lbs. per sq. in. Superheater examined, part in front of steam inlet found to be somewhat corroded a $3\frac{1}{2}$ " angle iron about 3' 6" long has been fitted, one small patch to cover a part that was pitted. & 11 new stays fitted. Boiler examined under steam, when superheater was found to be perfectly tight after repairs.

It is submitted that this vessel
is eligible to have the
notification B.V.M.S. 4.81
referred subject to
the Boiler being
re-examined in 12
months or less
while

JM
3/7/69



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