

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

No. *47378* Port of _____ (Received at London Office, _____)
No. in Survey held at *London* Date of Writing Report *25. 6. 87.* 188
Reg. Book. _____ Date, first Survey *June 8th* Last Survey *June 9* 1887
(No. of Visits *2*)
162 on the Machinery of the *S. S. "Samuel Laing"* Tons, Net *394* Gross *625*
X Surveyed ~~Afloat~~ or in Dry Dock *Smiths* Vessel built at *Newcastle* in 18*57* Engines made in 18*75*
(State name of Dock.)
No. of Main Boilers *2* Made in 18*75* Donkey Boiler made in *18* Working Pressure, Main Boilers *75* lbs.;
Working Pressure, Donkey Boiler *✓* lbs.; Owners *J. Fenwick & Son* Port *London*
Last Survey No. *14066* Port *Old* Class of Vessel and Machinery *80A1B+MS4.85*
(As in Register Book.) *B.S. 1.86.*

Particulars of Repairs and Examination *In Annual Survey*

(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 Boiler separately (including the Donkey Boiler, if any),
and make a thorough examination at this time? }

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? }

*Vessel placed in dry dock sea connections examined & found
to be in good condition, the propeller & its fastenings sound &
the tail shaft down $\frac{1}{4}$ " in stern bush.*

*Main boilers examined internally & externally & found to
be in fairly good condition throughout. Safety valves in good
condition & loaded with weighted levers to 75 lbs.*

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.)

*& safe working condition renders the vessel eligible in my opinion
to remain as classed, provided that the boilers are again examd.
within 12 mths. as per rule, & have the notification B.S. 6.87.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ <i>2 : 2</i> ✓	188
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>25. 6. 1887</i>

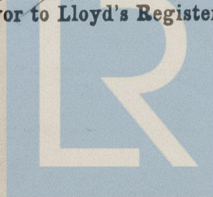
L. J. Milner
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUESDAY 28 JUNE 1887

Assigned

B.S. 6.87



Lloyd's Register
Foundation

It is submitted that this vessel is
eligible to have the notification
B.S. 6.87 recorded the boilers
being subject to resurvey as
per Rule.

DT
23/6/87



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