

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

487/16

No. \_\_\_\_\_ Date of Writing Report August 13<sup>th</sup> 1888 Port of London (Received at London Office, 1888 **14** AUGUST 1888)  
 No. in Reg. Book. 154 Survey held at London Date, first Survey August 7<sup>th</sup> Last Survey August 13<sup>th</sup> 1888  
 on the Machinery of the S.S. Samuel Lang Master White No. of Visits 4  
 Tonnage { Gross 623 Vessel built at Palmer By whom Palmer Bros When 1854 YEAR. MONTH.  
 { Net 394 Engines made at J. Stewart - When 1875 Boilers, when made (Main) 1873 (Donkey) None  
 Registered Horse Power 40 Owners J. Howard's Sons Port London Voyage \_\_\_\_\_  
 No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery SOA1-6-87  
 Steam Pressure in Main Boilers 45 lbs (State name of Dock.) (As in Register Book.) MS. H. 85  
 in Donkey Boiler \_\_\_\_\_

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any)  
 (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? } This vessel being in London  
Dry Dock examined propeller fastenings, & sea cocks & connections  
& found them in good order, tail shaft down to full

Examined cylinders, pistons, slide valves, steam chests, air, circular feed & bilge pumps also crank & thrust shafting & found them satisfactory, sundry small repairs have been done to machinery

Examined main boiler & safety valves (weighted level) also superheater, & found plates in two places in superheater rather thin & pitting, also several stays corroded, & joints in combustion chamber leaking

Doubling plates have been placed over the affected parts in superheater, new stays fitted where corroded, & joints in comb chambers caulked & where necessary new rivets put in

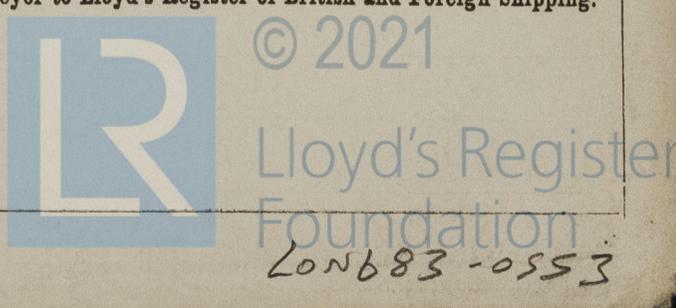
Safety valves weighted by calculation to 45 lbs per sq inch

General Observations, Opinion, and Recommendation:-- Eligible in my opinion to be classed MS. 8. 88 in the Register Book, the machinery being now in good order.  
 (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.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ 3 : 3	} 40.8 188 8
Special Damage, Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	23/8 188 8

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

Committee's Minute TUES 21 AUGUST 1888  
 Assigned B & M S 988



The Surveyors are requested not to write on or across the space for Committee's Minutes.

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

It is submitted that  
This vessel is eligible to  
have B.Y.M.S. 8.88  
recorded.

ML  
26.8.88

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