48416

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

(Received at London Office, TUES 14 AUGUST 1888)

No. ..... Date of Writing Report August 13th 1888 Port of London

No. in Reg. Book. 154 Survey held at London Date, first Survey August 7th Last Survey August 13th 1888

on the Machinery of the S.S. Samuel Laing Master White No. of Visits 4

Tonnage { Gross 625 / Net 394 } Vessel built at Palmers By whom Palmer Bros When (Year) 1854 (Month) –

Registered Horse Power 70 Engines made at J. Stewart When 1875 Boilers, when made (Main) 1875 (Donkey) None

No. of Main Boilers 1 Owners J. Fenwick & Sons Port London Voyage

Steam Pressure— in Main Boilers 45 lbs in Donkey Boiler –

If Surveyed Afloat or in Dry Dock (State name of Dock.) Dry Dock Class of Vessel & Machinery (As in Register Book.) SOA1·6·87 MS·4·85

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 Limestone dry dk examined propeller fastenings, & sea cocks & connections & found them in good order, tail shaft down 1/16" full

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

Examined main boiler & safety valves (weighted levers) 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 sqr 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 20 8 1888
Survey Fee (per Section 28)	£ 3 : 3 :	
Special Damage, Fee (per Section 28)	£ : :	received by me, 23 8 1888
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable)	£ : :	

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

Committee's Minute TUES 21 AUGUST 1888

Assigned B & M 8 8 88

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

LONB83-0553

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 have B.Y.M.S 8.88 recorded.

NLA
20.8.88

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.