

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

No. *151* Date of Writing Report *October 25th 1889* Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *Oct 9th* Last Survey *October 24th 1889*
 on the Machinery of the *S.S. "Samuel Laing"* Master *Page* No. of Visits *6*
 Tonnage Gross *625* Net *394* Vessel built at *Newcastle* By whom *Palmer & Co* When *1854*
 Registered Horse Power *40* Engines made at *London* When *1875* Boilers, when made (Main) *1875* (Donkey) *✓*
 No. of Main Boilers *one* Owners *J. Fenwick & Co* Port *London* Voyage
 Steam Pressure in Main Boilers *45 lbs* If Surveyed Afloat or in Dry Dock
 in Donkey Boiler *✓* (State name of Dock.) Class of Vessel & Machinery
 (As in Register Book, including date of last Boiler Survey.) *80 A1. 1. 89*
B7 M S. 8. 88

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? *Yes*

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?

*Examined all working parts of engines & found them in order
 new low pressure piston ring fitted, condenser tubes drawn &
 cleaned, condenser tested by hydraulic pressure*

*Tail shaft drawn & examined & new lignum vitae fitted
 sea cocks & sea connections & all helge pipes overhauled*

*Main boiler & safety valves examined & main boiler tested
 by hydraulic pressure to ~~110~~ 115 lbs, sundry caulking done
 & patches re-welded, strengthening plates put on in superheater*

*Main safety valves over weighted & calculated to blow at
 45 lbs, no donkey boiler*

*This vessel was aground & held in the Thames from
 Sept 20th until October the 8th & damage survey held.*

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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

*been thoroughly overhauled, is now in an efficient condition
 & she is eligible in my opinion to be classed B.M.S. 10. 89 in the
 Register Book*

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

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

Committee's Minute

Assigned

FRIDAY 1 NOV 1889

B7 M S. 10. 89



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 Foundation

LON637-0312

It is submitted that this
vessel is eligible to
have B+N.S. 10 29,
recorded.

N.A.

31-10-29



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