

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

49970

(Received at London Office, FRIDAY 25 OCT 1889)

No. 151 Date of Writing Report October 25<sup>th</sup> 1889 Port of London  
 No. in Reg. Book 151 Survey held at London Date, first Survey Oct 9<sup>th</sup> Last Survey October 24<sup>th</sup> 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 Boilers, when made (Main) 1875 (Donkey)   
 Registered Horse Power 40 Engines made at London Owners J. Fenwick & Co Port London Voyage \_\_\_\_\_  
 No. of Main Boilers one If Surveyed Afloat or in Dry Dock \_\_\_\_\_  
 Steam Pressure in Main Boilers 45 lbs (State name of Dock.) \_\_\_\_\_  
 in Donkey Boiler  Class of Vessel & Machinery (As in Register Book, including date of last Boiler Survey.) 80 A.I. 1.89  
B.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 coils & sea connections & all hodge 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 lever weighted & calculated to blow at  
 45 lbs, no donkey boiler*

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

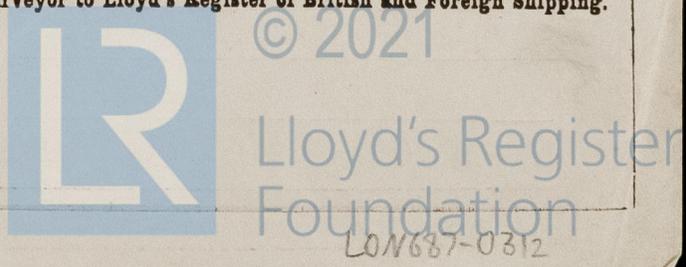
## General Observations, Opinion, and Recommendation:—

*This vessel's machinery having 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*

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

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

Committee's Minute FRIDAY 1 NOV 1889  
 Assigned B.M.S. 10/89



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

S. & S. Form 200—Transfer Ink—6000, 25/1/88. The Surveyors are requested not to write on or below the space for Comments.

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

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 + N.S. 10 29,  
recorded.  
W.A.  
31-10-29

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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