

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

(Received at London Office, SAT 14 JUNE 1890)

No. *157* Date of Writing Report *June 13th 1890* Port of *London*
 No. in Reg. Book *157* Survey held at *London* Date, first Survey *June 13* Last Survey *June 13 1890*
 on the Machinery of the *S. S. Samuel Loring* Master *P. Page* No. of Visits *1*
 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 *T. Hemmick & Sons* Port *London* Voyage
 Steam Pressure in Main Boilers *45* If Surveyed Afloat or in Dry Dock *Limekiln Dock* Class of Vessel & Machinery
 in Donkey Boiler *None* (State name of Dock.)
 Last Survey No. *80A1-10-89* Port *London* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
B & M S 10-89

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?

Main boiler & superheater examined also safety valves, result satisfactory

Main boiler valves lever weighted & calculated to blow at 45 lbs

Sea connections & propeller partings in order

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.)

as far as run machinery is in good condition & eligible in my opinion to remain as classed & to have B.S. 6-90 recorded in the reg^r book

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	10	3/7 1890
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	5/9 18 90

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

Committee's Minute

FRI 4 JULY 1890

Assigned

B S 6/90



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LON 690 - 0100

State if a keel, it is also now, or if not, when, one will be sent.

* Certificate to be sent to

(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.

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.S. 6-90
recorded.

W.A.
3-7-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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