

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

(Received at London Office)

SAT, 5 FEB 1898

Date of writing Report *3rd Feby 1898* When handed in at Local Office *3rd Feby 1898* Port of *London*
 No. in Reg. Book *165* Survey held at *London* Date, First Survey *19/1 May* Last Survey *28 Aug 1898*
 on the Machinery of the ~~Wood, Iron or Steel~~ *S. S. Langton Grange* Master *Quinton*
 Tonnage { Gross *585-1* Net *384-4* Vessel built at *Belfast* By whom *Wm Clark & Co* When *1896*
 Registered Horse Power *513* Engines made at *London* When *'96* Boilers, when made (Main) *96* (Donkey) *96*
 No. of Main Boilers *3* Owners *Holder Bros* Port *London* Voyage *Havre*
 No. of Donkey Boilers *none* If Surveyed Afloat or in Dry Dock *Afloat*
 Steam Pressure in Main Boilers *180 lb* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).

Last Survey No. *1144* Port *London*
 Particulars of Examination and Repairs (if any) *Damage +100 A. 5 '97. + S. U. C. 5 '96*

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No.*

Do. " Donkey " *No.*

If this was not done, state for what reasons? *Not done. Damage only.*

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? *-*

Did the Surveyor examine the Safety Valves of the Main Boiler? *No* At what pressure were they afterwards adjusted under steam? *-*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No* To what pressure were they afterwards adjusted? *-*

Has the propeller shaft been drawn and examined at this time? *No* If spare propeller shaft fitted, state whether new? *-*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *-*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete except limit*

on Boilers Please see Notice to Owners attached
Now done: Starboard Main Boiler examined on account of Damage by vessel going ashore and River Plate water being used for Feed. Please see copy of Damage Report attached herewith.
On examination found all three Furnace Crowns to be bulged down to the extent of from 4" to 5" also the Tube back ends of all the Main Boilers leaky. On examination internally of the Mid-tern Main Boilers found that a quantity of mud was deposited on the internal surfaces.
Now done: Starboard Boiler Furnaces fixed in place. The leaky Tube ends expanded. Boilers cleaned and the Starboard Main Boiler tested by Water pressure to 270 lbs per square inch and found good.

General Observations, Obinion, and Recommendation :-
 (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,97, B.&M.S. 9,93 or L.M.C. 9,95, 140 lb., F.D., &c.)

The machinery of this vessel so far as was seen is in good order and in my opinion eligible to remain as classed without fresh record. It is respectfully recommended that the Starboard Furnaces, which are slightly out of form, be again examined in Six Months.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ 4 : 4
 Travelling Expenses (if chargeable) £ 3 : 16 : 0

Fees applied for *7/2 1898*
 Received by me, *D. Ritchie*
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 8 FEB 1898*
 Assigned *as now*
 Rpt. to Del. 5/10/98



Furnaces of Starboard Main Boiler

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.

fired & tubes expanded due to damage

It is submitted that
this vessel is eligible to
remain as CLASSED. Subject to the
furnaces of Starboard Main Boiler
being again examined before
the end of August 98

LS
7/2/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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