

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

No. 295

(Received at London Office)

TUES. 2 AUG 1898

Date of writing Report 28th July 18 98 When handed in at Local Office 18 Port of Glasgow
 No. in Reg. Book. 558 Survey held at Ardrossan Date, First Survey 25th July Last Survey 28th July 1898
on the Machinery of the Wood, Iron or Steel S.S. "LORD LANSDOWNE" Master
 Tonnage { Gross 2753 Vessel built at Belfast By whom Harland & Wolff When 1884 YEAR. MONTH.
 Net 1795 Engines made at Belfast When 1884 Boilers, when made (Main) 1884 (Donkey) 1884
 Registered Horse Power 300 Owners Irish Shipowners Co. Port Belfast Voyage
 No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.) Ardrossan
 Steam Pressure in Main Boilers 90 lbs in Donkey Boiler ✓

Last Survey No. 1836 Port Dub
 Particulars of Examination and Repairs (if any) Damage.

(Periodical Surveys, when held, must be reported in detail and serially 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. Baltimore Report U.S.A. 7/27/98.
Dublin do 1836 22/7/98.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " not due.

If this was not done, state for what reasons? not due

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? ✓

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted? ✓

If the Survey is not complete state what arrangements have been made for its completion?

Examined new intermediate shaft (next length to thrust shaft) now fitted; to replace fractured shaft.
A new spare propeller shaft has been placed in tween decks.

LLOYDS
 No 877
 L.G.S.
 5/98

General Observations, Opinion, and Recommendation:— As far as seen the Machinery of this vessel is in a good efficient condition. Eligible in my opinion to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ - 10 : 0

Fees applied for
29.7.1898
24.8.98
 Received by me
10/18/98

J.W. Dimmock.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required ✓

Committee's Minute FRI. 5 AUG 1898

Assigned As above



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 GLS181-0304

State if a Report is also now sent or if not together, and when, one of

*Certificate to be sent to

16-LRPH-Form No. 9-Transfer Ink-5,000-1898.

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

One copy of this report removed

It is submitted that
this vessel is eligible to
remain as CLASSED.

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.

2/8/98



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.