

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

No. *48750* Date of Writing Report *1888* Port of *London*
 No. in Reg. Book. *575* Survey held at *Tilbury* Date, first Survey *15th Apr* Last Survey *19th Sept 1888*
 on the Machinery of the *S.S. Lord Lansdown* Master *W. H. W. W. W.* No. of Visits *7*
 Tonnage Gross *1816* Net *253* Vessel built at *Belfast* By whom *Harland & Wolff* When *1884* Boilers, when made (Main) *1884* (Donkey) *1884*
 Registered Horse Power *35* Engines made at *Belfast* Owners *Irish Shipowners Co* Port *Belfast* Voyage *to Liverpool*
 No. of Main Boilers *3* If Surveyed Afloat or in Dry Dock *Tilbury Dry Dock* (State name of Dock.)
 Steam Pressure in Main Boilers *90* Class of Vessel & Machinery *100A 1.28*
 in Donkey Boiler *none* (As in Register Book.) *76 m.e. 8.84*

Last Survey No. *1888* Port *London*

Particulars of Examination and Repairs (if any) *Part Special Survey*
 (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?

Examined smokestacks & connections & found them good.
Examined Tailshaft & found it good.
Examined tunnel shafting crankshaft & pumps & found them good.
Examined HP slide and both cylinders & found them good.

Examined the 2 aft main boilers and their safety valves & found them in a good condition.

There is no donkey boiler and the forward main boiler cannot be opened out in this port.

It is intended to complete the survey on the vessel's arrival in the Tyne in a few days.

General Observations, Opinion, and Recommendation:-- *It is submitted that this vessel is eligible to remain as classed and a new date recorded on the completion of the survey.*
 (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.)

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	2	2	188
Special Damage, Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	5	
Travelling Expenses (if chargeable)	£	14	4	received by me, 13/10 1888

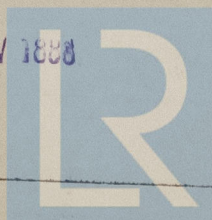
W. H. W. W. W.
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

TUES 2 OCT 1888

TUES 27 NOV 1888

Assigned



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LoN683-0612

It is submitted that this vessel is eligible to have the record + Lmb 9.88 when the survey has been completed

DP
29/9/88