

REPORT of SURVEY for REPAIRS, &c.

No. *49260* Date of Writing Report *March 9th 1889* Port of *London* Received in London Office, *SAT 9 MARCH 1889*

No. in Reg. Book. *723* Survey held at *Lilbury* Date, First Survey *March 5th 1889* Last Survey *March 8th 1889*

on the *Iron Screw Steamer* *LUSITANIA* Master *Rathven*

TONNAGE:— NET *3455* GROSS *3852* UNDER DEK. *3791* Built at *Portsmouth* By whom *Laird Bros.* When *1871* Owners *Orient S. Nav. Co.* Port belonging to *Liverpool*

If Surveyed Afloat or in Dry Dock *Both* Name of Dock *Lilbury Gr. Dock* Destined Voyage *Sydney*

Length of Poop *11* ft.: of Forecastle *11* ft.: of Raised Or. Deck *11* ft.: Moulded Depth *11* ft. — ins. (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. *8629* Port *London* Classed *(Late Underwriters)* *A1** in Summer *5.87* ft. — ins. as painted on Ship } in Winter *5.87* ft. — ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Annual Survey and Condition.*
Lifted Bottom which was found in good and sound condition and was cleaned and re-coated.
The Rudder was also lifted and the lower part of the rudder was fitted with newignum-vitae lining.
The decks and deck fittings were overhauled and nine short planks on the Arming Deck at the fore side of Fore Mast, were taken out & renewed.

PRESENT CONDITION OF THE									
Decks	<i>Good</i>	Plank (Bottom) & Counter	<i>Good</i>	Ceiling	<i>Good</i>	Boats	<i>Good</i>		
Waterways	<i>Good</i>	Trunnels or Rivets	<i>Good</i>	Rudder	<i>Good</i>	Masts, Yards, &c.	<i>Good</i>		
Comings	<i>Good</i>	Breasthooks & Stemson	<i>Good</i>	Windlass & Capstan	<i>Good</i>	Condition, how ascertained	<i>from St.</i>		
Up'r Dk. Beams & Fastenings	<i>Good</i>	Transoms, Pointers, & Crutches	<i>Good</i>	Pumps	<i>Good</i>	Sails	<i>Good</i>		
Low'r Dk. Beams & Fastenings	<i>Good</i>	Parties of Frame at the openings	<i>Good</i>	Cement (if Iron Ship) (<i>where seen</i>)	<i>Good</i>	Anchors No. of <i>3 B, 1 S, 2 K.</i>			
Planksheers	<i>Good</i>	<i>ditto</i> at other places	<i>Good</i>	Caulking of Bot'm, D'k, & Watrways	<i>Good</i>	Cables <i>Rep'd. (Complete)</i>	<i>Good</i>		
Sheerstrakes	<i>Good</i>	Keelsons	<i>Good</i>	<i>Copper on D.M.</i>	<i>Good</i>	Hawsers & Warps	<i>Good</i>		
Upsides	<i>Good</i>	Clamps & Shelves	<i>Good</i>	<i>When put on</i>	<i>Good</i>	Standing & Running Rigging	<i>Good</i>		
Wales	<i>Good</i>		<i>Good</i>	Scuppers	<i>Good</i>	Cargo & Main Hatchways	<i>Good</i>		
Engine Room Skylights	<i>Good</i>	Coal Bunker, Openings, Lids, &c.	<i>Good</i>		<i>Good</i>	Hatches	<i>Good</i>		

General Observations, Opinion as to Class, Recommendation, &c.: *This vessel is now in a good and efficient condition and I would respectfully submit that she is eligible to remain as classed, viz: A1**

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:	Fees applied for,	
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:		188
Survey Fee (per Section 28)	£	:	:	Received by me,	
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:		188
*Certificate (if required) to be sent as per margin	£	:	:		
Travelling Expenses (if chargeable)	£	:	:		
Second Surveyor's Fee (if any)	£	:	:		

Committee's Minute *TUES 12 MARCH 1889* Character assigned *A1**