

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

49655

Received at London Office, WED 17 JULY 1889

No. _____ Date of Writing Report 16th July 1889 Port of London
 No. in Reg. Book. 720 Survey held at Tilbury Date, first Survey 9th July Last Survey 1889
 on the Machinery of the S.S. Lusitania Master Ruthven No. of Visits 1
 Tonnage { Gross 3877 Net 2694 Vessel built at Birkenhead By whom Laird Bros When 1871 6
 Registered Horse Power 700 Engines made at Hartlepool When 1871 Boilers, when made (Main) 1886 (Donkey)
 No. of Main Boilers _____ Owners Orient Steam Navigation Co. Liverpool Voyage _____
 Steam Pressure in Main Boilers 150 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery A1*1
 in Donkey Boiler _____ (State name of Dock.) Tilbury (As in Register Book, including date of last Boiler Survey.) 8.89.
 Last Survey No. _____ Port _____ + A.B. 86. L.M.C. 4.86

Particulars of Examination and Repairs (if any) Examination of Tailshaft
 (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 Screwed connections & found them good.
Examined Tailshaft and found it good.

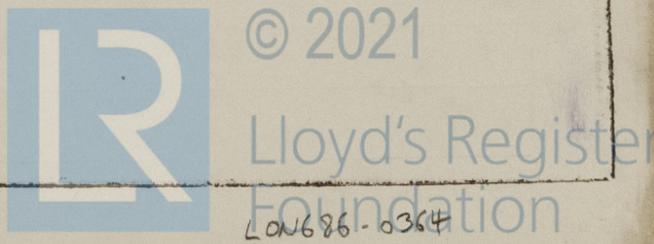
General Observations, Opinion, and Recommendation:— As far as seen
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus for example, B.S. 1/89, E. & M.S. 1/89, or * L.M.C. 1/89, as the case may be.)
The machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classed.

Not due as per Circular No 712

Office or Registration Fee (per Sec. 2)	£	:	:	Fees applied for
Survey Fee (per Section 23)	£	1.0	:	17.7 1889
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	9/9 1889

C. J. Brown
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 19 JULY 1889
 Assigned Remain as classed



State if a Report is also now sent on the Survey or if not whether, and when, one will be sent.

T. & S. Form No. 2—Transfer Ink—600, 28/1/89. 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
remain as
Classed—
N.A.
17-7-89.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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