

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

No. *119* Date of Writing Report *Sept 26<sup>th</sup> 1889* Port of *London* (Received at London Office, SAT 28 SEPT 1889)  
No. in Reg. Book. *119* Survey held at *London* Date, first Survey *Sept 21<sup>st</sup>* Last Survey *Sept 21<sup>st</sup> 1889*  
on the Machinery of the *S. S. Lagan* Master *E. Mann* No. of Visits *1*  
Tonnage { Gross *1910* Net *1246* Vessel built at *Sunderland* By whom *J. Lang* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*  
Registered Horse Power { *200* Engines made at *"* When *1881*  
No. of Main Boilers *2* Owners *Wright-Bliss & Co* Port *London* Voyage  
Steam Pressure in Main Boilers *80* If Surveyed *Afloat or in Dry Dock* *South Dock* Class of Vessel & Machinery  
in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *100 A 1.4.89*  
Last Survey No. *L M C 3.86* Port *BS 4.89*

Particulars of Examination and Repairs (if any) *tail shaft drawn as submitted*  
(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? *This vessel's propeller was drawn & stern tube rebrushed, propeller shaft & propeller examined, satisfactory. Sea cocks & sea connections examined & found in order.*

General Observations, Opinion, and Recommendation :—  
(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, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)  
*as far as run this vessel's machinery, was in order, & she is eligible in my opinion to remain as classed in The Reg. Book*

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

Committee's Minute *TUES 1 OCT 1889*  
Assigned *Remain as classed*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. *Maurice Dubon*





It is submitted that this  
vessel is eligible to remain  
as classed

M.L.

30.9.89

