

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

No. \_\_\_\_\_ Date of Writing Report 16.11.89 1889 Port of \_\_\_\_\_  
No. in Reg. Book. Survey held at London Date, first Survey 7 Last Survey Nov 15 1889  
720 on the Machinery of the S.S. "Susitania" Master \_\_\_\_\_ No. of Visits 1  
Tonnage Gross 3877 Net 2494 Vessel built at Birkenhead By whom Laird Bros. When 1871-6  
Registered Horse Power 700 Engines made at Aspl. When 1886 Boilers, when made (Main) 1886 (Donkey)  
No. of Main Boilers \_\_\_\_\_ Owners Orient S. N. Co. Port Liverpool Voyage \_\_\_\_\_  
Steam Pressure in Main Boilers 150 lbs. X Surveyed Afloat or in Dry Dock Tilbury Class of Vessel & Machinery A1\*1  
in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including date of last Boiler Survey.)

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any)

(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?

Vessel placed in dry dock sea connections examined. Found to be in good condition, the propeller & its fastenings sound & the tail shaft a good fit in Stern bush.

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 seen this vessel appears eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28) .....	£ ✓ ✓ :	185
Special Damage Fee (per Section 28) .....	£ : :	
*Certificate (if required) as per margin .....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	185

Committee's Minute FRIDAY 22 NOV 1889  
Assigned Remain as classed





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

W.A.  
21-11-89



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