

58463

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

(Received at London Office,)

WED 2 APRIL 1890

Date of Writing Report is Port of  
Survey held at *London* Date, first Survey *Mar. 19* Last Survey *Mar. 21* 1890  
on the Machinery of the *S. S. "Lusitania"* Master  
No. of Visits *2*  
CLASS *3877* Vessel built at *Birkenhead* By whom *Sand Bros.* When *1871-6*  
et *2494* Engines made at *Hpl.* When *1886* Boilers, when made (Main) *1886* (Donkey)  
ered *700* Owners *Queen S. N. Co.* Port *Liverpool* Voyage  
Power *3* Main Boilers *150 H.P.* Surveyed Afloat *&* in Dry Dock *Tilbury* Class of Vessel & Machinery *A1\*1*  
Main Boilers *3* Owners *Queen S. N. Co.* Port *Liverpool* Voyage  
Main Boilers *150 H.P.* Surveyed Afloat *&* in Dry Dock *Tilbury* Class of Vessel & Machinery *A1\*1*  
Donkey Boiler  
ast Survey No. Port *4<sup>th</sup> Sur. Apr. 86.*  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 4.86.*

Particulars of Examination and Repairs (if any) *Fifth 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

the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?  
this was not done, state for what reasons?  
and what parts of the Boilers could not be thus thoroughly examined?  
so 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 conntr: examd: & found in good condtn: the propeller & its fastenings sound & the tail shaft a good fit in Stern bush.*  
*Main boilers examd: internally & externally & found to be in good condtn: Supply: Boiler examd: & found in good condtn:*

*To complete the survey the Engines have to be examd: the*  
*Wreck boiler & safety valves do: Main safety valves do: & all*  
*the Safety Valves tested under steam*

General Observations, Opinion, and Recommendation:— *As far as seen this vessel*  
(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.)  
*appears eligible to remain as classed.*

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28) .....	£	:	:	18
Special Damage Fee (per Section 28) .....	£	:	:	
Certificate (if required) as per margin .....	£	:	:	Received by me,
Printing Expenses (if chargeable) .....	£	:	:	18

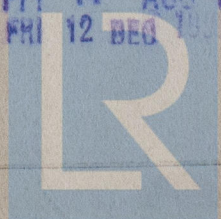
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *THURS 3 APRIL 1890*

*FRI 18 AUGUST 1890*

*FRI 14 AUG 1891*  
*FRI 12 DEC 1890*  
*21 MAY 1891*  
*TUES. 1 MAR 1892*

Assigned *Role for Completion*



Lloyd's Register  
Foundation  
LON689-0410



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 will be eligible  
to have L.M.C. 3.90 recorded, when the engine,  
which boiler, the safety valves of the main  
and donkey boiler, have been  
examined, and all the safety  
valves adjusted under  
steam.

N.A.  
2-4-90



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