

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

(Received at London Office, THURS 24 JULY 1890)

No. *516* Date of Writing Report *23. 7. 90* 18 *90* Port of *London*  
 No. in Reg. Book *516* Survey held at *London* Date, first Survey *July 19* Last Survey *July 21 1890*  
 on the Machinery of the *S. S. Lusitania* Master *Said Bros.* No. of Visits *2*  
 Tonnage Gross *3877* Net *2494* Vessel built at *Brd.* By whom *Said Bros.* When *1871-6*  
 Registered Horse Power *700* Engines made at *Appl.* When *1886* Boilers, when made (Main) *1886* (Donkey)  
 No. of Main Boilers *3* Owners *Quent S. N. Co.* Port *Simpl.* Voyage  
 Steam Pressure in Main Boilers *150 lbs.*  Surveyed Afloat  in Dry Dock *Silbury* Class of Vessel & Machinery *A1+1*  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 4.86*

Last Survey No. *50463* Port *Yokohama* *4 1/2* Survey *Appl. - 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

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?

*Examd: cylinders, slides, air, circuitry: feed & bilge pumps & valves, all found in good condn. Grante, thrust & tunnel shafts in good condn.  
 Which boiler examd: found to be in good condn.  
 The Safety valves were not opened out.*

*To complete the survey all the Safety valves have to be examd. & afterwards: tested under steam. This is proposed to be done on the vessel's return from the present intended Voy: say in 3 mths.*

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

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

*Geo. E. Wilkinson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *note for completion*  
 Assigned  
 FRI 8 AUGUST 1890 FRI 12 DEC 1890 FRI 1 MAY 1891 FRI 14 AUG 1891 TUES. 1 MAR 1892  
 Lloyd's Register Foundation  
 LON690-0242

T. & T. Form No. 9—Transfer Ink—6000, 9/12/89. \* C if ex. 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

It is submitted that this vessel  
will be eligible to have L.M.C. 3-90  
recorded when all the safety  
valves have been examined  
and afterwards  
adjusted under  
steam.

N.A.  
6.8.20



© 2019

Lloyd's Register  
Foundation