

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

No. *110* Date of Writing Report *10th April 1891* Port of *London*
No. in Reg. Book. *110* Survey held at *London* Date, first Survey *4th April* Last Survey *6th April 1891*
on the Machinery of the *S.S. "Lifeship"* Master *R. Miller* No. of Visits *2*
Tonnage { Gross *2420* Net *2425* Vessel built at *Newcastle* By whom *L. S. Smau & Hunter* When *1887* YEAR. MONTH. *7*
Registered Horse Power *400* Engines made at *Sheffield* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
No. of Main Boilers *3* Owners *Elderslie & Co. (Limited)* Port *Glasgow* Voyage *✓*
Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Dry dock* Class of Vessel & Machinery *100 A1. 9.90*
in Donkey Boiler *✓* (State name of Dock.) *Millwall* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) *+ LMC 9.87*

Last Survey No. *1700* Port *London*

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?

Examined propeller, sea connections and their fastenings found same in good 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 seen the machinery of this vessel is in good working order and in my opinion 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,
Travelling Expenses (if chargeable).....	£	:	:	18

As far as seen the machinery of this vessel is in good working order and in my opinion eligible to remain as classed.

R. P. S. Smau & Hunter
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 14 APR 1891*

Assigned *as above*

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

11. 4. 91
C.V.S.

