

52,397

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

(Received at London Office.....) 16 OCT 1891

No. _____ Date of Writing Report 15th Oct 1891 Port of London
No. in Reg. Book 329 Survey held at London Date, first Survey 9th Oct Last Survey 12th Oct 1891
on the Machinery of the S.S. "Lisbon" Master J. E. Moll No. of Visits 2
Tonnage Gross 1308 Net 842 Vessel built at W. Martlepool By whom Burton Gray & Co When 1871 7
Registered Horse Power 120 Engines made at Stebington When 1871 Boilers, when made (Main) 1890 (Donkey) 1890
No. of Main Boilers Two Owners J. Moll & Co Port London Voyage ✓
Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery 1-100A1 29
in Donkey Boiler ✓ (State name of Dock.) Canal (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 10.90
Last Survey No. _____ Port _____ SS Mpl No 2.90 + NB 10.90

Particulars of Examination and Repairs (if any) Condition - New Propeller

(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 Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in graving dock
Examined New propeller which has been fitted found same sound
All Sea Connection fastenings - found all 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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

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

| | | | |
|---|---|---|------------------|
| Office or Registration Fee (per Sec. 27)..... | £ | : | Fees applied for |
| Survey Fee (per Section 28)..... | £ | : | 18 |
| Special Damage Fee (per Section 28)..... | £ | : | Received by me, |
| Travelling Expenses (if chargeable)..... | £ | : | 18 |

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

*State if Certificate is required

Committee's Minute 23 OCT 91

Assigned As now



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Foundation

LN 694-0238

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

16.-L. R. P. Form No. 9.-Transfer Ink - 5,000, 18/8/91
*Certificate to be sent to
(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.

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 is eligible to remain
AS CLOSED.

CEV

22 10 91

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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