

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

(Received at London Office 17/8)

Date of writing Report 10.8.94 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. Survey held at London Date, First Survey July 20 Last Survey Aug. 9 1894 (No. of Visits)

367 on the Machinery of the Wood, Iron or Steel S.S. "Lisbon" Master

Tonnage Gross 1334 Net 860 Vessel built at W. Appl. By whom Denton Gray & Co. When 1871-7

Registered Horse Power 120 Engines made at S.H.M. When 1871 Boilers, when made (Main) 1890 (Donkey)

No. of Main Boilers 2 Owners J. Hall jun. & Co Port London Voyage

No. of Donkey Boilers 1 Steam Pressure in Main Boilers 80 lbs. Surveyed Afloat or in Dry Dock Union

Last Survey No. Port Particulars of Examination and Repairs (if any) London

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.)

CHARACTER for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned may expire.	Machinery and Boiler Surveys (including date of N.B., if any).
-1-100 A1		L.M.C. 10.90
7.93		J.B. 10.90
S.S. Lm hp 3-11.82		
W. Appl. 2-90		

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?

If the Survey is not complete state what arrangements have been made for its completion?

Vessel placed in dry dock sea comms. exd. & found in good condn. Stern bush found broken at flange. Propeller removed, tail shaft drawn exd. found in good condn. New stern bush fitted & propeller replaced.

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 of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 191, B.M.S. 191 or L.M.C. 191, 110 lb., F.D., &c.)

appears eligible to remain as classed.

	£	s	d	Fees applied for
Office or Registration Fee (per Sec. 27)				18
Survey Fee (per Section 28)				
Special Damage Fee (per Section 28)				
Travelling Expenses (if chargeable)				18

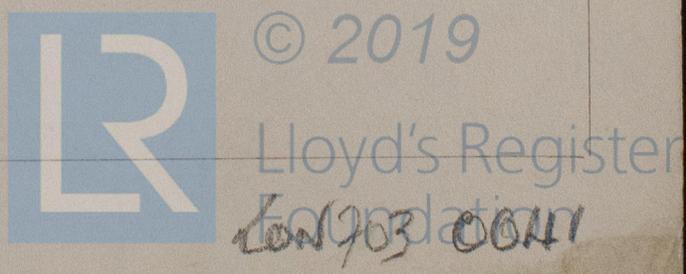
Received by me, Geo. E. Mickelson Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required TUES. 21 AUG 1894 Committee's Minute Assigned as now.

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

16-LRPH-Form No. 9-Transfer Ink-5,000, 4/1/94. (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 is eligible to  
remain AS CLASSED.

On acct of the Stern Lurch being broken  
A new one was fitted.

N.A.  
17-2-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

