

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

(Received at London Office)

MUN 26 JUL 1897

Date of writing Report 24 July 1897 When handed in at Local Office 26 July 1897 Port of London  
No. in Reg. Book. 110 Survey held at London Date, First Survey 20 July 1897 Last Survey 20 July 1897  
110 on the Machinery of the Wood, Iron or Steel S.S. Lisbon Master Hall  
Tonnage { Gross 1334 Net 860 Vessel built at H. Wood By whom Deacon Gray & Co When 87 YEAR. MONTH. 7  
Registered Horse Power 148 Engines made at Stockton When 71 Boilers, when made (Main) 74 (Donkey) 70  
No. of Main Boilers 2 Owners Hall, Minster & Co Port London Voyage Lisbon  
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure— 80 lb in Main Boilers  
in Donkey Boilers 65 (State name of Dock.) Deacon Gray & Co Dock

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) in Dry Dock + 100 A.L. 8.96  
(Periodical Surveys, when held, must be reported in detail and serially 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.)  
SSB 2<sup>nd</sup> 103. 11.98  
L.M.C. 11.98  
+NB 10.90  
B.S. 12.96

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?  
And the Surveyor examine the Safety Valves of the Main Boiler?  
What pressure were they afterwards adjusted under steam?  
And the Surveyor examine the Safety Valves of Donkey Boiler?  
What pressure were they afterwards adjusted?  
Was the propeller shaft been drawn and examined at this time? No.

If the Survey is not complete state what arrangements have been made for its completion? Complete.  
Propeller outside fittings of the Sea Connections and the Stern Bush examined, latter worn 3/16" down.

General Observations, Opinion, and Recommendation:—  
(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 B.S. F.D., &c.)  
The Machinery of this vessel so far as now seen is in good Condition and in my opinion eligible to remain as classed without fresh record.

For Registration Fee (per Sec. 27).....	£ : :	Fees applied for 18 Received by me, 18
For Fee (per Section 28).....	£ : :	
For Damage Fee (per Section 28).....	£ : :	
For Selling Expenses (if chargeable).....	£ : :	

Signature of Surveyor: D. Ritchie  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
Committee's Minute: TUES. 3 AUG 1897  
Signed: As above



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

*J. E. S.*

31. 7. 97

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Foundation