

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

SAT. 4 JUN 1898

(Received at London Office)

Date of writing Report *June 3rd 1898* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *650* Survey held at *London* Date, First Survey and Last Survey *June 1st 1898*
 on the Machinery of the *Wood, Iron or Steel* *S. P. Lusitania* Master *Brown*
 Tonnage { Gross *3912* Net *2578* Vessel built at *Birkenhead* By whom *Laird Bros.*
 Registered Horse Power *638* Engines made at *Appl* When *1886* Boilers, when made (Main) *1886* (Donkey) *1886*
 No. of Main Boilers *4* Owners *Orient Steam Nav. Co. Ltd* Port *Liverpool* Voyage *India*
 No. of Donkey Boilers *1* If Surveyed *Afloat or in Dry Dock* *Silbury Dry Dock*
 Steam Pressure— in Main Boilers *150 lbs* (State name of Dock.)
 in Donkey Boilers *100 lbs*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Donkey*

(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.)

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?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined propeller, Stern bush, & Sea connection fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation:—*This vessel's Machinery is now as*
 (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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ : :
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

18

Received by me,

18

State if Certificate is required

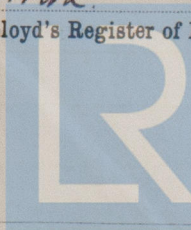
Committee's Minute

FRI, 24 JUN 1893

Assigned

as now

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



Lloyd's Register Foundation

LON715-0474

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

LL
22/6/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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