

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

WED. 27 JUL 1898

(Received at London Office)

Date of writing Report 25 July 1898 When handed in at Local Office London is Port of London
 No. in Reg. Book 425 Survey held at London Date, First Survey 16 July Last Survey 22 July 1898
 on the Machinery of the Wood, Iron or Steel S. S. "Lisbon" Master J. S. Ball
 Tonnage { Gross 1334 Net 860 Vessel built at Harlepool By whom Deaton & Co When 1871 Boilers, when made (Main) 1890 (Donkey) 1890
 Registered Horse Power 148 Engines made at Stockton When 1871 Boilers, when made (Main) 1890 (Donkey) 1890
 No. of Main Boilers 2 Owners J. Hall Junr & Co Port London Voyage Mediterranean
 No. of Donkey Boilers 1 It Surveyed Afloat X in Dry Dock London & Union Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure—80 lbs in Main Boilers (State name of Dock.)
65 lbs in Donkey Boilers

Last Survey No. PortParticulars of Examination and Repairs (if any) Condition & B.S. 100 A1 - 7.97

(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? YesDo. " Donkey " " " YesIf 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? YesTo what pressure were they afterwards adjusted under steam? How 80 lbsDid the Surveyor examine the Safety Valves of Donkey Boiler? YesTo what pressure were they afterwards adjusted under steam? How 60 lbs (sufficient)Has the propeller shaft been drawn and examined at this time? NoIf spare propeller shaft fitted, state whether new? ✓State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Vessel placed in dry dock. Examined propeller, stern bush & all fastenings & found them satisfactory.
 Examined Main & Donkey Boilers externally and internally & found them in good condition.
 Examined all safety valves & found satisfactory.
 Examined Main & Donkey Boilers under steam & adjusted safety valves to working pressures.

General Observations, Opinion, and Recommendation: The Machinery of this vessel, so

(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, is now in a safe working condition and eligible, in my opinion, to have B.S. 7.98 Recorded in the Register of the Society.

Office or Registration Fee (per Sec. 27) £ 2 0 0 Fees applied for 3/8 18 98
 Survey Fee per Section 28) £ 4 0 0
 Special Damage Fee (per Section 28) £ 1 16 0
 Travelling Expenses (if chargeable) £ 1 16 0 Received by me, THOMAS BLACKIE 18 98

*State if Certificate is required

Committee's Minute

Assigned 25 July 98

FRI. 5 AUG 1898

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

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 Foundation
 LON 716-0177

It is submitted that
this vessel is eligible for
THE RECORD. B.1.79P

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3/8/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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