

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

(Received at London Office

SAT. 7 JAN 1899

Date of writing Report Jan. 6<sup>th</sup> 1899 When handed in at Local Office 18 Port of London  
 No. in Reg. Book 672 Survey held at Silbury Date, First Survey Dec 1/98 Last Survey Jan 6<sup>th</sup> 1899  
 on the Machinery of the Wood, Iron or Steel S.S. Lusitania Master Veale  
 Tonnage { Gross 3912 Net 2518 Vessel built at Birkenhead By whom Laird Bros. When 1871 YEAR. MONTH.  
 Registered { Horse Power 638 Engines made at Appl. When 1888 Boilers, when made (Main) 1886 (Donkey) 1886  
 No. of Main Boilers 4 Owners Orient S. N. Co. Limited Port Liverpool Voyage West Indies  
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Silbury S<sup>r</sup> Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 Steam Pressure in Main Boilers 150lb  
 in Donkey Boilers 90lb

Last Survey No. PortParticulars of Examination and Repairs (if any) S.S. Lusitania

(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?

To 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 under steam?

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 Main & Donkey Boilers internally and externally & Safety valves, also propeller, stem bush, & sea connections & fastenings.  
On account of general condition of Donkey Boiler, the pressure has been reduced to 90lb per sq. in.  
Safety valves adjusted under steam as above.

General Observations, Opinion, and Recommendation: This vessel's Boilers and Engines as far as seen are now in good condition & in our opinion the vessel is eligible for the record B.S. 1-99.

(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 the 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 are now in good condition & in our opinion the vessel is eligible for the record B.S. 1-99.

Office or Registration Fee (per Sec. 27) £ 3.0.0  
 Survey Fee per Section 28 £ 3.0.0  
 Special Damage Fee (per Section 28) £ 2.14.0  
 Travelling Expenses (if chargeable) £ 2.14.0

Fees applied for

12/1 18 99

Received by me,

3/1/1 18 99

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

State if Certificate is required

Committee's Minute

Assigned

TUES. 17 JAN 1899



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Lloyd's Register Foundation

LON 717-0252



Main & Donkey Boilers  
examined, on account of  
condition of Donkey Boiler the  
pressure was reduced.

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 for  
THE RECORD.

It is submitted that  
this vessel is eligible for  
THE RECORD. B.S. 1.99  
D.B. pressure to be noted.

A.C.H. 90 lbs

12.1.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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