

51879

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

No. \_\_\_\_\_

Date of Writing Report 19<sup>th</sup> May 1891

Port of London

(Received at London Office FRI. 15 MAY 1891)

No. in Reg. Book. 321

Survey held at London

Date, first Survey 7<sup>th</sup> May

Last Survey 7<sup>th</sup> May 1891

on the Machinery of the S. P. Lismore Castle

Master G. Le Sueur

No. of Visits 1

Tonnage { Gross 4046

Net 2606

Vessel built at Glasgow

By whom Barclay Curle & Co.

When 1891

Registered Horse Power { 463

Engines made at S

When 1891

Boilers, when made (Main) 1891

(Donkey) 1891

No. of Main Boilers 2

Owners S. Currie & Co.

Port London

Voyage Cape

Steam Pressure in Main Boilers 160

If Surveyed Afloat or in Dry Dock Dry dock

(State name of Dock.) Green's

Class of Vessel & Machinery 1-100A1. 1891

in Donkey Boiler ✓

(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 1-LMC. 1891

Last Survey No. \_\_\_\_\_

Port \_\_\_\_\_

Particulars of Examination and Repairs (if any)

(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 should be separated from Repairs due to other causes. 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?

Vessel placed in dry dock  
Examined Propeller & sea connection fastenings - found same  
in good condition

General Observations, Opinion, and Recommendation:—

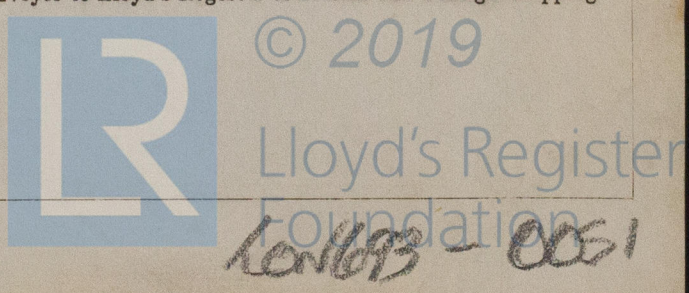
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,89, B.&M.S. 1,89, or ~~X~~L.M.C. 1,89, as the case may be.)

As far as seen the machinery  
of this vessel is in good working order and in my opinion  
eligible to remain as classed

Office or Registration Fee (per Sec. 27).....	£	:	✓	Fees applied for
Survey Fee (per Section 28).....	£	:	✓	18
Special Damage Fee (per Section 28).....	£	:	✓	
Travelling Expenses (if chargeable).....	£	:	✓	Received by me,
				18

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

\*State if Certificate is required \_\_\_\_\_  
Committee's Minute TUES. 19 MAY 1891  
Assigned as now



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

18.-L. R. P. H.-Form No. 8.-Transfer Ink.-1000, 23-2-91.  
\*Certificate to be sent to \_\_\_\_\_  
(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

W.A.  
15.5.91

