

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

52319

No. \_\_\_\_\_ Date of Writing Report 9<sup>th</sup> Sept. 1891 Port of London  
 No. in Reg. Book. Survey held at London Date, first Survey 3<sup>rd</sup> Sept. Last Survey 3<sup>rd</sup> Sept. 1891  
334 on the Machinery of the S.S. 'Lismore Castle' Master J. De Luer No. of Visits 1  
 Tonnage Gross 4046 Net 2606 Vessel built at Glasgow By whom Barclay Clark & Co. When 1891  
 Registered Horse Power 463 Engines made at D When 1891 Boilers, when made (Main) 1891 (Donkey) 1891  
 No. of Main Boilers 3 Owners J. Currie & Co. Port London Voyage Cape  
 Main Pressure 160 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery ÷ 100 A1. 5. 9  
 in Donkey Boiler ✓ (State name of Dock.) At H. Green (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) ÷ 100 A1. 5. 9

Last Survey No. 5187 Port London

Particulars of Examination and Repairs (if any) Condition

(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

Was this 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?

Examined Propeller & Sea Connection Fastenings, found all 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 L.M.C. 1/89, as the case may be.)

So far as seen the machinery of this vessel is in good working order & 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) .....	£	:	:	
"Certificate (if required) as per margin .....	£	:	:	Received by me,
Travelling Expenses (if chargeable) .....	£	:	:	18

TUES. 15 SEP 1891

Committee's Minute

Assigned As now

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

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

C.E.S.

14. 9. 91

