

No. 56779

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

(Received at London Office JUL 23 1895)

Date of writing Report July 18 18 95 When handed in at Local Office is 18 Port of London
 No. in Reg. Book. 389 Survey held at London Date, First Survey June 28 Last Survey July 16 1895
 on the Machinery of the Wood, Iron or Steel S.S. LISMORE CASTLE Master Le Tour
 Tonnage { Gross 4546 Net 2586 Vessel built at Glasgow By whom Barday and Co. When 1891 YEAR. MONTH. 1
 Registered Horse Power 479 Engines made at Do. When 1891 Boilers, when made (Main) 1891 (Donkey) 1891
 No. of Main Boilers 2 Owners D. Currie & Co. Port London Voyage Natal
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Shames St. & 22. St. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure— in Main Boilers 16 lbs. in Donkey Boilers 6 1/2 lbs.

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) Special Survey * 100 A.L. 11.94 * L.M.C. 1.91
 (Periodical Surveys, when held, must be reported in detail and seriatim 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.)

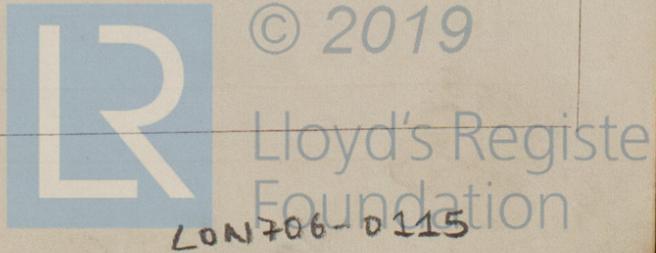
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
 Do. " Donkey " " " Yes
 If this was not done, state for what reasons? ✓
 And what parts of the Boilers could not be thus thoroughly examined? ✓
 Also what special means, in the absence 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? Yes
 At what pressure were they afterwards adjusted under steam? 16 lbs.
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes
 To what pressure were they afterwards adjusted? 6 1/2 lbs.
 Has the propeller shaft been drawn and examined at this time? Completed.
 If the survey is not complete state what arrangements have been made for its completion?

Examined Main & Donkey Boilers internally & externally & Safety valves, also propeller, stem bush, sea connections, cylinders, pistons, slide valves, pumps, condenser, & bilge connections, all found to be in good condition. Crank, Thrust & Darned shafting examined found in good condition. The Safety valves were afterwards adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessels Machinery is now in good condition & in my opinion the vessel is eligible for record * L.M.C. 7.95
 (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. 4.94, B.&M.S. 4.94 or *L.M.C. 4.94, 149 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27) £ _____
 Survey Fee (per Section 28) £ 5:10:0
 Special Damage Fee (per Section 28) less 10% £ 0:11:0
 Travelling Expenses (if chargeable) £ 4:19:0
 Fees applied for 25.7. 18 95
 Received by me, 5/9/95

State if Certificate is required _____
 Committee's Minute TUES 30 JUL 1895 FRI, 8 NOV 1895
 Assigned + 2 more 7.95
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. M. Salmon & R. Elliott



State if a report is also now sent on the Ship or no: whether, and when, one will be sent.

Insert Character of Ship and Machinery precisely as in the Register Book.

It is submitted that
this vessel is eligible for
THE RECORD. + LMC 9.95

A R R
26. 9. 95

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.

[Faint, illegible handwritten text in the main body of the page, possibly bleed-through from the reverse side.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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