

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

MON. MAR 2 1896

Date of writing Report <sup>47</sup> 29 Feb'y 18 46 When handed in at Local Office 2<sup>nd</sup> March 18 46 Port of London

No. in Reg. Book. Survey held at London Date, First Survey and Last Survey 29 Feb'y 18 46

389 on the Machinery of the Wood, Iron or Steel "S. J. Lismore Castle" Master L. Sear

Tonnage Gross 4046 Net 2606 Vessel built at Glasgow By whom Barclay Curle & Co Ltd When 1891 1  
Registered Horse Power 79 Engines made at When '91 Boilers, when made (Main) '91 (Donkey) '91  
No. of Main Boilers 2 Owners D. Currie & Co Port London Voyage Natal  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 165 lb If Surveyed Afloat or in Dry Dock Green Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

Last Survey No. Port Particulars of Examination and Repairs (if any) Will in Dry Dock

(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? 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?

Has the propeller shaft been drawn and examined at this time? If the Survey is not complete state what arrangements have been made for its completion?

No done. Propeller stem-bush and all outside fastenings open connections examined and found to be in satisfactory condition.

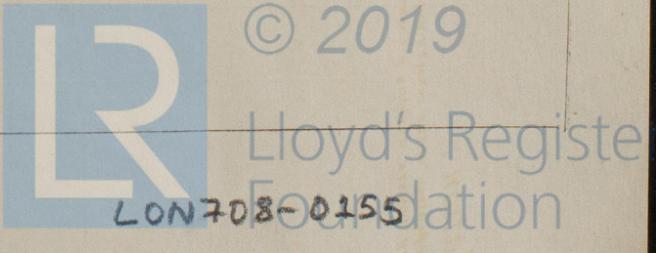
## General Observations, Obinion, and Recommendation:—

(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, 140 lb., F.D., &c.)  
The machinery of this vessel is in good condition to for as has been and in my opinion, remains as closed without fresh repair.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for 18 Received by me, 18
Survey Fee (per Section 23)	£	:	:	
Special Damage Fee (per Section 23)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

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

Committee's Minute FRI. MAR 6 1896  
Assigned



State if a Report is also now sent on the Ship or if not whether, as of which, one will be sent.  
16-LRFB-Report No. 9-Transfer Ink-5,000, 8/4, 96.  
The Surveyors are requested not to write on or before 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.

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.

Ans  
4.3.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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