

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

Date of writing Report 24th Aug 1896 When handed in at Local Office 25th Aug 1896 Port of London
No. in Reg. Book 386 Survey held at London Date, First Survey 25th Aug 1896 Last Survey 24th Aug 1896
on the Machinery of the Wood Iron or Steel S.S. Lomire Castle Master Le Seur
Tonnage { Gross 4046 Net 2606 Vessel built at Glasgow By whom Barnes, Curle & Co. When 1891 1
Registered Horse Power 479 Engines made at " When 91 Boilers, when made (Main) 91 (Donkey) 91
No. of Main Boilers 2 Owners J. Currie & Co Port London Voyage C of G Hope
No. of Donkey Boilers 1
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock In Green Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers 65

Last Survey No. Port
Particulars of Examination and Repairs (if any) Annual + 100 A 1. 2. 46 + 200 7. 95
(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?

Undone: Propeller Stern-bush and outside fastenings of the Sea Connection examined and found in good Condition.

General Observations, Opinion, 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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb., F.D., &c.)
The machinery of this vessel so far as now examined is in good order and in my opinion eligible to remain as classed without fresh record.

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

*State if Certificate is required
Committee's Minute TUES 1 SEP 1896
Assigned as now



It is submitted that
this vessel is eligible to
remain AS CLASSED.

AS
31.8.96

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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