

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

(Received at London Office THURS 3 OCT 1899)

Date of writing Report Oct 2<sup>nd</sup> 1899 When handed in at Local Office Port of London

No. in Survey held at London Date, First Survey 28 Sep Last Survey Sept 29<sup>th</sup> 1899  
No. of Main Boilers 430 on the Machinery of the Wood, Iron or Steel P.S. Lismore Castle Master L. J. Hunt

Tonnage { Gross 4049 Net 2606 Vessel built at Gls. By whom Burday & Co. L<sup>o</sup> When 1891 YEAR. MONTH.  
Registered Horse Power 479 Engines made at Do. When 1891 Boilers, when made (Main) 1891 (Donkey) 1899

No. of Donkey Boilers 2 Owners (D. Currie & Co.) Port London Voyage S. Africa  
Steam Pressure in Main Boilers 160 lb If Surveyed Afloat or in Dry Dock James L. Dry Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port Particulars of Examination and Repairs (if any) Docking

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? No  
Do. " Donkey " " " No  
If this was not done, state for what reasons? Survey not due

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? ✓  
Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? ✓

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.  
Examined propeller, stern bush, and sea connections & fastenings, found same all in good condition.

The Special Survey on the Machinery will be held on the vessel's return

General Observations, Opinion, and Recommendation: This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

Fees applied for	£	:	:
Survey Fee (per Section 28)	£	:	:
Special Damage Fee (per Section 28)	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Received by me,	£	:	:

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

Committee's Minute FRI 6 OCT 1899 FRI 26 JAN 1900 FRI 8 JUN 1900 FRI APL 12 1901  
Assigned Deferred for Comple N. 2



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

\*Certificate to be sent to

S.S. No. 1-99 will be held on the  
vessels return

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 to cause it to show through to the other side.

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

Ernest  
3/10/99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation