

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

(Received at London Office, SAT 1 NOV 1890)

No. 5-1277 Date of Writing Report Oct 31st 1890 Port of London
 No. in Reg. Book. 395 Survey held at Millwall Date, first Survey — Last Survey Oct 31st 1890
 on the Machinery of the s/s Lombard Master G. Duncan No. of Visits 1
 Tonnage } Gross 1750 Vessel built at Newcastle By whom Zyne Iron S. B. Co. When 1877 Boilers, when made (Main) 1877 (Donkey) ✓
 Net 1132 Engines made at do. Owners G. Cockburn Port London Voyage India
 Registered Horse Power 160 If Surveyed Afloat or in Dry Dock afloat Class of Vessel & Machinery +100A-1-3-90
 No. of Main Boilers ✓ in Main Boilers 70 in Donkey Boiler ✓ (State name of Dock.) millwall (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) L.M.C. 3-90

Last Survey No. 23830 Port NWC. S.S. Sld: No 3-3-90

Particulars of Examination and Repairs (if any)

(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?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also, by 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?

The limit on the low pressure Crank Pin has now expired.

Examined the low press. crank pin, & found two flaws extending halfway round the circumference of the pin, these flaws have been opening & extending of late.

Recommended a new low pressure crank shaft to be fitted before the vessel starts on another voyage - The owner has agreed to fit a shaft on board in Newcastle, next week.

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.)

This vessel is eligible in my opinion to remain as classed subject to a new crank shaft being fitted on board before the vessel leaves Newcastle.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for received by me, 18
Survey Fee (per Section 28)	£	:	:	
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

Committee's Minute

Assigned

Deferred for further

write L.M.C. survey

FRI 7 NOV 1890

TUES 18 NOV 1890



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LONB91-0185

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

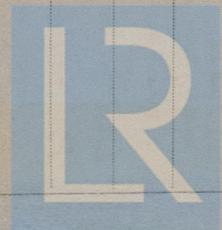
T. & S. Form No. 2 - Transfer Ink - 6600, 9/12/81. * Certificate to be sent to the Surveyor are requested not to write on or below the space for Committee's Minute.

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

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.

It is submitted that this vessel is eligible to remain as classed, subject to a new low pressure Crank & shaft being fitted, before the vessel leaves Newcastle.

M. A.
6-11-90



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