

52699

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

No. *946* Date of Writing Report *Jan: 30th 1892* Port of *London*
No. in Reg. Book *946* Survey held at *London* Date, first Survey *Jan: 8th 1892* Last Survey *Jan: 29th 1892*
on the Machinery of the *s/s Cornmouth* Master *W. Walker* No. of Visits *5*
Tonnage Gross *744* Net *461* Vessel built at *London* By whom *W. Walker & Co* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
Registered Horse Power *95* Engines made at *Dundee* Owners *General Steam Navigation Co* Port *London* Voyage *—*
No. of Main Boilers *one* Steam Pressure in Main Boilers *75th* If Surveyed Afloat or in Dry Dock *—*
in Donkey Boiler *40th* (State name of Dock.)
Class of Vessel & Machinery *+90 A.1. 9.87*
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
Last Survey No. *—* Port *—*

Particulars of Examination and Repairs (if any) *P.S. 402.*
(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 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? *75th per Reg'n*
Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*
To what pressure were they afterwards adjusted? *40th per Reg'n*

Examined cylinders, pistons, slide valves, pumps, condenser, sea-cocks, crank, thrust, tunnel, & tail shaft,
The stern bush has now been re-wooded, & condenser tubes cleaned & repacked -
Examined main & donkey boilers & safety valves, and adjusted safety valves to blow at 75th & 40th per Reg'n respectively -

General Observations, Opinion, and Recommendation: — *So far as seen the machinery of this vessel is in good condition and eligible in my opinion to remain as classed and to have +HULL 1-92 recorded in the register book.*

Office or Registration Fee (per Sec. 27) *£3. 10. 0* Fees applied for *8/21 1892*
Survey Fee (per Section 28) *£3. 10. 0* Received by me, *29/2/92*
Special Damage Fee (per Section 28) *£2. 10/2/92*
Travelling Expenses (if chargeable) *—*
State if Certificate is required *—*
Committee's Minute *TUES. 9 FEB 1892*
Assigned *+ LMC 1.92*

H.T. Cornish
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if a Report is also now or if not whether, and when, it is to be sent.

*Certificate to be sent to
19-L.R.P.H.-Form No. 9. Transfer Ink-5,000, 18/8/91
(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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 for
THE RECORD + L MC 192

N.A.
8-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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