

No. 55609

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

(Received at London Office

SAT. 30 JUN 1894

Date of writing Report *June 29* 18*94* When handed in at Local Office *18* Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, First Survey *May 29* Last Survey *June 29 1894*  
*1035* on the Machinery of the *Wood, Iron or Steel* *S.S. CORMORANT* Master *Alford*  
 Tonnage { Gross *744* Vessel built at *London* By whom *Walker & Co* When *1882* YEAR. MONTH. *10*  
 { Net *461* Engines made at *Dunfermline* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*  
 Registered Horse Power *96* Owners *General Steam Navigation Co* Port *London* Voyage *Cowling*  
 No. of Main Boilers *1* If Surveyed *At Boat or in Dry Dock* *River Thames*  
 No. of Donkey Boilers *1* (State name of Dock.)  
 Steam Pressure in Main Boilers *75 lbs*  
 in Donkey Boilers *50 lbs*

Last Survey No. *54375* Port *London*Particulars of Examination and Repairs (if any) *B.S.*

(Periodical Surveys, when held, must be reported in detail and serially 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 class.)

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?

If the Survey is not complete state what arrangements have been made for its completion?

*Examined Main & Donkey Boilers internally & externally & Safety valves, all found to be in good condition.*

*The safety valves were afterwards adjusted under steam.*

General Observations, Opinion, and Recommendation:— *This vessel's Boilers are now*

(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 S.L.M.C. 4,94, 140 lb., F.D., &c.)

*in good condition & in our opinion the vessel is eligible to remain as classed with record B.S. 6,94.*

Office or Registration Fee (per Sec. 27)..... £ : :

Survey Fee (per Section 28)..... £ 1 : 10 : 0

Special Damage Fee (per Section 28)..... £ : :

Travelling Expenses (if chargeable)..... £ : :

Fees applied for

3/7 18 94

Received by me,

14/7 18 94

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

\*State if Certificate is required

Committee's Minute

Assigned

FD 6 JUL 1894

B.S. 6,94



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Foundation

LON 702-0339

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

The Surveyor is 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 for  
THE RECORD

B.S. 6-94

R.A.

3-7-94

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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