

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

WED. 2 NOV 1898

(Received at London Office)

Date of writing Report 18 98 When handed in at Local Office 18

Port of London.

No. in Survey held at London

Date, First Survey and

Last Survey 29 18 98

'185 on the Machinery of the Wood, Iron or Steel

P.S. "Cornwall"

Master Young.

Gross 5490

Net 3554

Vessel built at

By whom Hawthorn Leslie &amp; Co.

When 1896 11

Registered 505

Horse Power

Engines made at

When 1896 Boilers, when made (Main) 1896 (Donkey) 1896

No. of Main Boilers 3

Owners Federal S.N. Co. Ltd.

Port London

Voyage Australia.

Steam Pressure 160 lbs

If Surveyed in Dry Dock

J. Albert Dry Dock

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

in Donkey Boilers 90 lbs

Last Survey No. Port

Particulars of Examination and Repairs (if any) Done

(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 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?

To 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 under steam? ✓

Has the propeller shaft been drawn and examined at this time?

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" bare.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Completed.

Hammed propeller, stem bush, & sea connections fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation:—

This vessel's Machinery is

(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

Now as far as seen is good condition & in my opinion the vessel is eligible to remain as classed.

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,
				18

State if Certificate is required

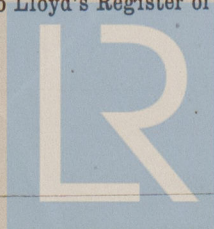
Committee's Minute

FRI, 11 NOV 1898

Assigned

As now

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



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Foundation  
LON716-0532

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

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*A.C. 4.*

*8. 11. 98.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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