

52699

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

(Received at London Office... MON. 1 FEB 1892 TUES. 2 FEB 1892)

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* Last Survey *Jan: 29th 1892*
 on the Machinery of the *s/s Cotnamant* Master *—* No. of Visits *5*
 Tonnage Gross *744* Net *461* Vessel built at *London* By whom *W. Walker & Co* When *1882* 10
 Registered Horse Power *95* Engines made at *Dumbel* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 No. of Main Boilers *one* Owners *General Steam Nav Co* *London* Voyage *—*
 Steam Pressure in Main Boilers *75th* If Surveyed Afloat or in Dry Dock (State name of Dock.)
 in Donkey Boiler *40th* 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.) *+HULL 2.87*
 Last Survey No. *—* Port *—* *S.S. Lon & Co. 1.87*

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

Examined cylinders, pistons, slide valves, pumps, condenser sea-cocks, crank, trust, 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 sq in 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.*

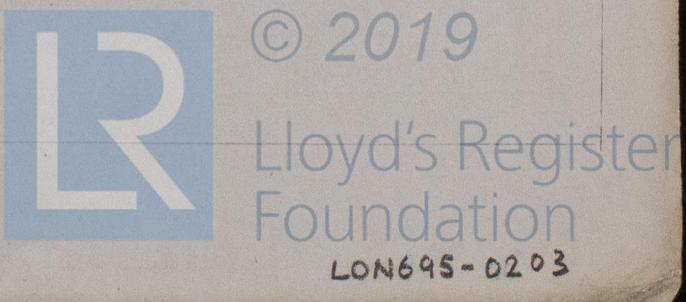
Office or Registration Fee (per Sec. 27)..... £ *3.10.0*
 Survey Fee (per Section 28)..... £ *27/2/92*
 Special Damage Fee (per Section 28)..... £ *—*
 Travelling Expenses (if chargeable)..... £ *—*

Fees applied for *8/21 1892*
 Received by me, *29/2/92*
S.T. Cornish
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
 Committee's Minute *TUES. 9 FEB 1892*
 Assigned *+ L.M.C. 1.92*

State if a Report is also now on the Ship or if not whether, and when, to be sent.
 *Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 18.-L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91

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 result is quite for
THE RECORD + LMC 192
N.A
8-2-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

