

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

Sat 22 APR 1893

(Received at London Office)

Date of writing Report *April 21* 18 *93* When handed in at Local Office *London* 18 *93* Port of *London*
 No. in Reg. Book *969* Survey held at *London* Date, First Survey *Feb. 20* Last Survey *April 21* 18 *93*
 on the Machinery of the *Wood, Iron or Steel* *S.S. "CORMORANT."* Master *Hughes*
 Tonnage { Gross *744* Vessel built at *London* By whom *W. Walker & Co.* When *1882* 10.
 { Net *746* Engines made at *Dundee* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 Registered Horse Power *96* Owners *General Steam Nav. Co* Port *London* Voyage *Charente*
 No. of Main Boilers *one* If Surveyed Afloat or in Dry Dock *Deptford Green Dry Dock & in river.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *75lbs*
 in Donkey Boiler *50lbs*

Last Survey No. Port

Particulars of Examination and Repairs (if any) *S.S. No 3.*

(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?

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, with the exception of two patches at the bottom of vertical seams of the Donkey boiler furnace, which were much corroded; these patches were cut off & new patches efficiently rivetted on. The boilers were afterwards seen under steam & the safety valves adjusted to a safe working pressure.
Examined Cylinders, Pistons, Slide Valves, Pumps & Condenser, Crank, Thrust & Tunnel shafts, Sea & bilge connections, Shutter valves, propeller, Stem bush & sea connections fastenings, all in good condition.
The Engines were tried under steam & worked satisfactorily.

General Observations, Opinion, and Recommendation:—*This vessel's machinery is now in good condition & in my opinion the vessel is eligible to remain as classed & have notification \times L.M.C. 4. 93. recorded in the Register Book*

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

Survey Fee (per Section 28) £ 3 : 10 : 0

Special Damage Fee (per Section 28) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for

MS 1893

Received by me

10/6/93

18

*State if Certificate is required

Committee's Minute

Assigned \times L.M.C. 4. 93P. M. Salmon.
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.Lloyd's Register
Foundation

LON699-0036

It is submitted that
this vessel is eligible for
THE RECORD + L.M.C. 4-93

On acct of low water,
the donkey boiler was repaired

N.A.
26.5-93



REPORT OF SURVEY FOR THE YEAR 1904