

52817

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

THURS. 3 MAR 1892

(Received at London Office)

No. *69* Date of Writing Report *March 2nd 1892* Port of *London*
No. in Reg. Book *69* Survey held at *London* Date, first Survey *Feb 29th* Last Survey *March 2nd 1892*
on the Machinery of the *sp. Federation* Master *—* No. of Visits *3*
Tonnage { Gross *2472* Vessel built at *Sunderland* By whom *J. H. Thompson & Co* When *1886* YEAR. MONTH.
Net *1578* Engines made at *Hartlepool* When *1886* Boilers, when made (Main) *1886* (Donkey) *—*
Registered *300* Owners *(Angier Bros & Co)* Port *London* Voyage *—*
Horse Power *—*
No. of Main Boilers *—*
Steam Pressure in Main Boilers *147 lbs* If Surveyed Afloat or in Dry Dock *West India*
in Donkey Boiler *—* (State name of Dock.) *At Dry Dock* Class of Vessel & Machinery *100 A. 1. 990*
Last Survey No. *—* Port *—* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ hull 790*
S.S. London 1. 90

Particulars of Examination and Repairs (if any)

(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?

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?

*Steam trich drawn & examined, propeller refitted to shaft, Satisfactory
Sea-cock fastenings in good order.*

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1,91, R.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

*So far as seen the machinery is in good order & the vessel is
eligible in my opinion to remain as classed in the register
book.*

Office or Registration Fee (per Sec. 27)	£	:	Fees applied for
Survey Fee (per Section 28)	£	✓ : ✓ : ✓	18
Special Damage Fee (per Section 28)	£	:	Received by me,
Travelling Expenses (if chargeable)	£	:	18

*State if Certificate is required

Committee's Minute *TUES. 22 MAR 1892*

Assigned *As now*

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



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LON695-0373

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

*Certificate to be sent to

16.—L. R. P. H. Form No. 1. Transfer Fee—5,000, 1891/92

(The Surveyors are 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 to
remain AS CLASSED.

M.A.
18-3-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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