

52817

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

TUES. 3 MAR 1892

(Received at London Office)

No. \_\_\_\_\_ Date of Writing Report March 2<sup>nd</sup> 1892 Port of London

No. in Reg. Book 69 Survey held at London Date, first Survey Feb 29<sup>th</sup> Last Survey March 2<sup>nd</sup> 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 MONTH 7  
 Net 1578 Engines made at Hartlepool When 1886 Boilers, when made (Main) 1886 (Donkey) -

Registered Horse Power 300 Owners (Augier Bros) (Capt) Port London Voyage -

No. of Main Boilers - If Surveyed Afloat or in Dry Dock West India Class of Vessel & Machinery 100 A. 1. 99  
 Steam Pressure in Main Boilers 147<sup>th</sup> (State name of Dock.) Dry Dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) + June 7 90  
 in Donkey Boiler - S.S. hon. Oct. 90

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

## 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?

*Stem tank 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)	£	:		
Travelling Expenses (if chargeable)	£	:		
				Received by me,
				18

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

Committee's Minute TUES. 22 MAR 1892

Assigned As now

State if a Report is also now sent on the Ship or if the subject of which, one will be sent.

Certificate to be sent to

16—L. R. P. H. Form No. 1. Transfer Ink—5,000, 18/9/91



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LON695-0373

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 UNCLASSIFIED.*

*W.A.  
18-3-92*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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