

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

(Received at London Office,

FRI 4 JULY 1890

No. *1074* Date of Writing Report *3. 7. 90* 18 Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, first Survey *July 3* 1890 Last Survey *July 3* 1890

*1074* on the Machinery of the *S. S. "Federation"* Master *J. S. Thompson Esq.* No. of Visits *1866-7*  
 Tonnage Gross *2472* Net *1578* Vessel built at *Sold.* By whom *J. S. Thompson Esq.* When *1866-7*  
 Registered Horse Power *300* Engines made at *Hpl.* When *1886* Boilers, when made (Main) *1886* (Donkey)  
 No. of Main Boilers *2* Owners *Augier Bros.* Port *London* Voyage  
 Steam Pressure in Main Boilers *147 lbs.* *N* Surveyed Afloat *W* In Dry Dock *Pontoon* Class of Vessel & Machinery *100 A1*  
 in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *- I.M.C. 10.86.*

Last Survey No. *1074* Port *London*

## 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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

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?

Vessel placed on Pontoon, sea counter: exd. & found in good condition, the propeller & its fastenings sound & the tail shaft a good fit in Stern bush.

Exd. boilers: Slides, Air, Circ: Feed & Bilge pumps & valves all found in good condition. Sprank, thrust & tunnel shafting in

Main boilers exd. internally: & externally: found in good condition:

Safety Valves exd.

& set under steam to 147 lbs.

The owners propose to submit the Wreck Boiler for exam. on the vessel's return from the present voy. say in 10 weeks from this date.

## 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. 1/89, B. & M.S. 1/89, or I.M.C. 1/89, as the case may be.)

*The machinery being now in good & safe working condition renders the vessel eligible in my opinion to be marked with I.M.C. 7.90 subject to the exam. of Wreck boiler as stated above.*

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for	
Survey Fee (per Section 28).....	£ 5-10	7-7 18 90	
Special Damage Fee (per Section 28).....	£ : :		
*Certificate (if required) as per margin.....	£ : 5	Received by me,	
Travelling Expenses (if chargeable).....	£ : :	10-9 18 40	

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

Committee's Minutes *8 JULY 1890*

FRI 3 OCT 1890

Assigned Note for Completion



It is submitted that this vessel  
will be eligible to have ~~£100~~ 7.90  
recorded when the doubtful boiler  
has been surveyed.

M.L.  
7.7.90

