

REPORT of SURVEY for REPAIRS, &c.

No. *50846* Date of Writing Report *2^d July 1890* Port of *Londn*
 No. in Reg. Book *63* Survey held at *Londn* Date, First Survey *25th June* Last Survey *1st July 1890*
 (No. of Visits *Five*) Master *R. Piekham*

754 on the *Steel Screw Steamer* **FEDERATION** Built at *Sunderland* By whom *J. L. Thompson* When *1886*
 TONNAGE:— NET *1578* Owners *Anglo-Pow. (Managers)* Port belonging to *Londn*
 GROSS *2472* Owner's Address
 UNDER DEK. *2234* (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *Dry Dock* Name of Dock *Victoria Pontoons* Destined Voyage *New Orleans*
 Length of Poop *ft.:* of Forecastle *ft.:* of Raised Or. Deck *ft.:* Moulded Depth *ft.* ins. *100 A1*
 (if these particulars are not yet recorded in the Register Book.) Character in Register Book. *5.89*

Last Survey, No. *49513* Port *Londn* *1. L.M. 10.86*
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) in Summer *ft.* ins. *5.89*
 Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials, as painted on Ship in Winter *ft.* ins. *5.89*
 of any letters respecting this case.

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part S. I. No. 1 & Freeboard.*

This vessel has been examined in the Victoria Pontoons and afloat in the Victoria Docks.
The bottom found in good order has been cleaned and painted.
The fore peak has been examined and found in good order.
The two upper compartments of the after peak have been examined and found in good order, but the lower compartment could not be examined as the manhole door could not be removed, the studs having rusted up.
The holds could not be examined. Nos. 1 & 4 not being prepared for survey, and there being cargo in Nos. 2 & 3.
The bunkers could not be examined as they contained a quantity of coal.
The ballast tanks could not be examined or tested, no preparations being made.
The bilges in the holds and under the engines and compartment at end of shaft tunnel could not be examined as they were not opened up and cleaned out.
P.T.O.

PRESENT CONDITION OF THE		Plank (Bottom) & Counter	Ceiling	Boats
Decks	<i>Good</i>	<i>Good</i>	<i>When seen good</i>	<i>6</i>
Waterways	<i>"</i>	<i>When seen good</i>	<i>Good</i>	<i>"</i>
Comings	<i>"</i>	<i>Good</i>	<i>"</i>	<i>Condition, how ascertained</i> <i>Examined</i>
Up'r Dk. Beams & Fastenings	<i>When seen good</i>	<i>Transoms, Pointers, & Crutches</i>	<i>"</i>	<i>Sails</i> <i>Good</i>
Low'r Dk. Beams & Fastenings	<i>Good</i>	<i>Timbers of Frame at the opening</i> <i>When seen good</i>	<i>Cement (if Iron Ship) When seen good</i>	<i>Anchor</i> <i>No. of 38, 18, & 12</i>
Planksheers	<i>Good</i>	<i>Ditto ditto at other places</i> <i>Good</i>	<i>Caulking of Bottom, D'K, & Watways</i> <i>Good</i>	<i>Cables</i> <i>Stated to be complete</i>
Sheerstrakes	<i>"</i>	<i>Keelsons</i>	<i>Copper, or Y.M. (State if on Fell.)</i>	<i>Hawsers & Warps</i> <i>Good</i>
Topsides	<i>"</i>	<i>Clamps & Shells</i>	<i>When put on</i>	<i>Standing & Running Rigging</i> <i>"</i>
Waies	<i>"</i>			
Engine Room Skylights	<i>Good</i>	<i>Coal Bunker, Openings, Lids, &c.</i> <i>Good</i>	<i>Scuppers</i> <i>Good</i>	<i>Cargo & Main Hatchways</i> <i>Good</i>
				<i>Hatches</i> <i>"</i>

General Observations, Opinion as to Class, Recommendation, &c.:

The vessel as far as seen is in good and efficient condition and eligible in my opinion to remain as classed, with record of survey 7.90. and on completion of the survey in accordance with this Report to have notation of S. I. No. 1.

Entry Fee (if chargeable) per Scale I., Sec. 27..	£	:	:	
Office Fee (if chargeable) per Scale II., Sec. 27..	£	:	:	
Survey Fee (per Section 28)	£	2	-	
Special on Damages, Fee (if any) (per Sec. 28)....	£	:	:	
*Certificate (if required) to be sent as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
Second Surveyor's Fee (if any) <i>Man. Examination</i>	£	:	10	-
Fees applied for, <i>7 7 1890</i>				
Received by me, <i>11 1 1890</i>				

Committee's Minute *TUES 8 JULY 1890* *FRI 9 OCT 1890*
 Character assigned *Deferred for Completion*

50846 Lon

The masts, yards &c have been examined, the wedges removed from the masts, and all found in good order.

To complete the S.S. No. 1, the following remains to be done, viz:—

- 1 The lower compartment of the after peak to be opened and cleaned out for examination.
- 2 All the holds cleared, the ceiling lifted per Rule, bilges and wells cleaned out for examination.
- 3 All the bunkers cleared for examination, ceiling lifted per Rule and bilges cleaned out.
- 4 The ballast tanks, or double bottom, cleaned out for examination, and tested under pressure in holds and bunkers, and under boilers.
- 5 The bilges under the duplex and at after end of shaft tunnel to be cleaned out for examination.

The vessel has been measured for freeboard.

Chas. H. Jordan