

Date of writing Report 26/6/00 When handed in at Local Office 27/6/00 Port of Newcastle

No. in Reg. Book. 96 Survey held at Wallsend Date, First Survey Apr 18 Last Survey June 19 1900

96 on the Wood, Iron or Steel "Federation" (No. of Visits) 20 Master B. Sherwood YEAR. MONTH.

TONNAGE:— Built at Sunderland By whom P. P. Austin & Son When 1896 10

GROSS 2474 76 Owners Co-operative Wholesale Soc. Ld Port belonging to Globe

UNDER DECK 2254 50 Owners' Address

NET 1520 26 (if not already recorded in Appendix to Register Book.)

Destined For Coal

NET 1570 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Slp* Name of Dock *Wellsand Slip* Destined Voyage *South*  
WB=Cell DBa DBa *53* feet; uEg *13* feet; f *98* feet; } Particulars of Classification (which must be  
total capacity *170* tons. FRT tons; APT tons; MT feet tons. } precisely as in Register Book & Supp

N.B.—All alterations in the existing records should be underlined.

*If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.*

*Last Report, No. 11882 Port*

(Periodical Surveys, when held, must be reported in detail and serialism 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 summarized in the form shown below. Whenever the replacement of Anchors, Chains, or Hawseas is reported, the quantity, weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

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*Repairs & alterations*

A water tight division has been <sup>fitted</sup> at far end of Engine room in the double bottom tank under Engines & Boilers confining water ballast to space under Engines only. The tank under the boilers, which is now left open at top, has been repaired as follows:-

Middle line stake renewed with plates  $\frac{1}{4}$ " thicker than the originals, one stake under each boiler left off for ventilation & adjacent stakes renewed with plates of increased thickness. Two defective plates doubled. Gun floor plates with angles renewed.

Other minor repairs inside double bottom. Back bars fitted to prevent wing bracket plates on Star. side. Boiler stoke renewed & other minor repairs in boiler room.

*Alterations* P. T. O.

SUMMARY OF DAMAGE REPAIRS :—		Plates.	Frames.	E. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items :—
Renewed	...								
Removed and Fair'd or Repaired	...								
Fair'd or Repaired in place	...								

  

PRESENT CONDITION OF THE		Stringers	Engine Room Skylights	Boats
Decks	<i>Good</i>	Inner Bottom Plating	<i>Good</i>	Masts, Yards, &c.
Caulking of Decks	<i>"</i>	State if Tanks now tested	<i>Engine room</i>	Condition, how ascertained
Waterways	<i>"</i>	Bulkheads	<i>Good</i>	(State if wedges removed)
Coamings	<i>"</i>	Ceiling	<i>"</i>	Sails
Beams & Fastenings	<i>"</i>	Cement or Asphalt	<i>Cement</i>	Equipment letter
Outside Plating	<i>"</i>	(State which.)	<i>"</i>	Anchors, No. of
Caulking of ditto	<i>"</i>	Rudder	<i>"</i>	Cables (State if now ranged)
Rivets	<i>"</i>	Windlass	<i>"</i>	" length size
Breasthooks & Crutches	<i>"</i>	Have Pumps now been examined and found efficient?	<i>"</i>	" (on board)
Transoms	<i>"</i>	Have Sluice Valves now been examined and found efficient?	<i>"</i>	" Rule length size
Frames	<i>"</i>	Have Watertight Doors now been examined and found efficient?	<i>"</i>	(per Table 22)
Reverse Frames	<i>"</i>		<i>"</i>	Hawsers & Warps
Floors	<i>"</i>		<i>"</i>	Standing & Running Rigging
Keelsons	<i>"</i>	Dblg. Plates under Sounding Pipes	<i>"</i>	

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book *without fresh record of Survey*," "to remain as classed and to have record of survey, 1,98," or "to remain as classed and to have record of survey, 1,98, and the notations of *ss No. 1-98* and *ptND98, &c.*"

This vessel is in my opinion in good & efficient condition  
eligible to remain as classed & to have fresh record of  
survey 6.00

Office Fee (if chargeable) per Scale II., Sec. 27 ..... £

Survey Fee (per Section 28) ..... £

Special Damage or Repair Fee (if any) ..... £

Travelling Expenses (if chargeable) ..... £

Second Surveyor's Fee (if any) ..... £

### Committee's Minute

Character assigned

Fees applied for,

18

Received by me,

18

Surveyor to Lloyd's Register of British & Foreign Shipping.

TUES. 3 JUL 1900

105A1

+ 216.00

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Note with

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Lloyd's Register  
871-0148  
Foundation



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Alterations & renewals.

The engine & boiler casings which previously were low, have now been entirely renewed & raised to a height of 7 feet. Coaling hatch on bridge deck, after end of chest house (steel) & stake hold partition entirely renewed. Iron bulwarks on bridge deck extended further aft. Boat beams renewed & raised to level of casing top. Donkey boiler removed and recess plated over, two new beams with stanchions fitted at this part. Bridge deck partly renewed. Other minor repairs in bunkers & casings & other parts of vessel. Engine room <sup>tank</sup> tested under pressure with satisfactory results.

Bottom examined on slipway & rudder rebashed.

JH

N.B. Length of engine room tank thirteen feet capacity twenty five tons.

The description of Water Ballast in the Register Book should have the additional record of 4 E 13' and total capacity in tons altered to 170 1/2. The sea connections for the original E & B. Tank are all in the portion now used for ballast.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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