

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26/6/00 When handed in at Local Office 27/6/00 Port of Newcastle  
 No. in Reg. Book 46 Survey held at Wallsend Date, First Survey Apr 14 Last Survey June 19 1800  
 on the Wood, Iron or Steel "Federation" Master C. Sherwood

TONNAGE:— Built at Sunderland By whom S. P. Austin & Son When 1886  
 GROSS 2474 Owners Co-operative Wholesale Soc. Ltd Port belonging to Boole  
 UNDER DK 2234 Owners' Address  
 NET 1570 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? Slip Name of Dock Wallsend Slip Destined Voyage Boole  
 WB=CellDBa DBa 53 feet; uEB 13 feet; 1 88 feet;  
 total capacity 170 tons. FRT tons; APT tons; MT feet tons.)

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 Boole  
 (Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of 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 Repairs & alterations  
A water tight division has been fitted for end of Engine room in the double bottom tank under Engines & Boilers confining water ballast to space under Engines only. The tank under the boiler, which is now left open at top, has been repaired as follows:—  
Middle line stoke renewed with plates 1/4" thicker than the originals, one stoke under each boiler left off for ventilation & adjacent stokes 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 seven 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. | R. Frames. | Floors. | Beams. | Str. Plates. | Dk. Plates. | Other Items:— |
|--------------------------------|---------|---------|------------|---------|--------|--------------|-------------|---------------|
| Renewed                        |         |         |            |         |        |              |             |               |
| Removed and Faired or Repaired |         |         |            |         |        |              |             |               |
| Faired or Repaired in place    |         |         |            |         |        |              |             |               |

  

| PRESENT CONDITION OF THE | Stringers   | Engine Room Skylights | Boats       |
|--------------------------|-------------|-----------------------|-------------|
| Decks <u>Good</u>        | <u>Good</u> | <u>Good</u>           | <u>Good</u> |
| Caulking of Decks        |             |                       |             |
| Waterways                |             |                       |             |
| Coamings                 |             |                       |             |
| Beams & Fastenings       |             |                       |             |
| Outside Plating          |             |                       |             |
| Caulking of ditto        |             |                       |             |
| Rivets                   |             |                       |             |
| Breasthooks & Crutches   |             |                       |             |
| Transoms                 |             |                       |             |
| Frames                   |             |                       |             |
| Reverse Frames           |             |                       |             |
| Floors                   |             |                       |             |
| Keelsons                 |             |                       |             |

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 & I have fresh record of survey 6.00

Office Fee (if chargeable) per Scale II, Sec. 27 ..... £  
 Survey Fee (per Section 25) ..... £  
 Special Damage or Repair Fee (if any) (per Sec. 25.) ..... £  
 Travelling Expenses (if chargeable) ..... £  
 Second Surveyor's Fee (if any) ..... £  
 Fees applied for, ..... 18  
 Received by me, ..... 18  
 Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
 Character assigned  
 TUES. 3 JUL 1900  
 J. Allan  
 100A1  
 +NB6 05  
 22650  
 Note WB



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 staunchions 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.

J.A.

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 4E 13' and total capacity in tons altered to 1707. The sea connections for the original E & B. Tank are all in the portion now used for ballast.

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Table with multiple columns and rows, mostly containing faint or illegible handwritten entries.

The vessel is in my opinion in good & efficient condition. I have found no defects & I have found no reason for...

J.A.



© 2021

Lloyd's Register Foundation

Rpt. No. Reg. No. 96 Master Engine Boilers Register Nom. No. ENGI Dia. of Dia. of collars No. of No. of No. of In Eng No. of b Are all Are all Are the Are they What p Are all Are the When u s it fit DILL to. an ate of ch boi mallest hicknes diameter er cent size of c length o rking itch of ateria ateria diameter hicknes diameter tch a ckness rking arately es — stiffen rking