

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

(Received at London Office FRI. 5 NOV 1897)

Date of writing Report *Mar. 4th 97* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book *200* Survey held at *London* Date, First Survey *Oct 14th* Last Survey *Oct 29th 1897*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Devon* Master *Mr. Gibbon*
 Tonnage { Gross *5459* Net *3576* Vessel built at *Nure* By whom *Hawthorn Leslie & Co* When *1897* YEAR. MONTH. *2*
 Registered Horse Power *505* Engines made at *Do* When *1897* Boilers, when made (Main) *1897* (Donkey) *1897*
 No. of Main Boilers *3* Owners *Federal S. N. Co. Ltd* Port *London* Voyage *Monial*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Albert Dry Dock Victoria St* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160 lbs* in Donkey Boilers *90 lbs*

Last Survey No. *200* Port *London*Particulars of Examination and Repairs (if any) *Donking*

(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 briefly summarised at the end of the report. 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? *No*Do. " Donkey " " " " *No*If this was not done, state for what reasons? *Survey not due.*

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? *✓*Has the propeller shaft been drawn and examined at this time? *No*If spare propeller shaft fitted, state whether new? *✓*State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *3/32"*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Completed.*

Examined propeller, stern bush, & sea connection fastenings.
Found one blade of propeller cracked. This has now been removed.
The spare crank shaft has now been fixed in place of the original H.P. shaft, the bearings of which were cut up, and the No. 2 bearing has been retapped.

General Observations, Opinion, and Recommendation: *This vessel's Machinery is now as*

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9.95, B. & M.S. 9.95 or L.M.C. 9.95, 140 lb., F.D., &c.)

far as seen in good condition & in my opinion the vessel is eligible to remain as classed.

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

*State if Certificate is required

FRI. 12 NOV 1897

FRI. 22 APR 1898

TUES. 28 JUN 1897

Committee's Minute

Assigned *As now*

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

Lloyd's Register Foundation

LON 714-0051

in place of H. Perant shaft,
Spare crank shaft fitted, one blade of
propeller removed.

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 **CLASSED**.

HL
11/11/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation