

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 15. When handed in at Local Office 15. Port of London
No. in Reg. Book Survey held at London Date, First Survey 2 June Last Survey 17 Jun 1898
200 on the Wood, Iron or Steel S. S. Devon Master J. Mc Elboon

TONNAGE:- Built at Newcastle By whom R. W. Hawthorn Leslie & Co When 1892 2
GROSS 57189 Owners Federal Steam Nav. Co Port belonging to London
UNDER DE 5794 Owners' Address
NET 3546 (if not already recorded in Appendix to Register Book.)
Surveyed Afloat or in Dry Dock? Name of Dock London Graving Destined Voyage Adelaide
WB=CellDBorDBa feet; uE&B feet; J feet
total capacity tons. FPT 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. 1321 Port Lym.

(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.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A. 1. Shutter deck with freeboard. 2.97		+L.M.C. 2.97
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.		

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition and repairs see Lyttleton Report No.

This vessel was placed in dry dock, her bottom cleaned examined and recoated, a few leaky rivets in after peak tank renewed and cementing made good, Shutter Deck partly recaulked and a few minor repairs effected.

The collision bulkhead was additionally stiffened by fitting, on after side; at centre, a web frame 24" x 9 1/16", connected to bulkhead by double angles and with double angles on after edge: on fore side; in line with lower deck stringer, a horizontal plate 5" wide connected to bulkhead by double angles and riveted at fore edge to a panting beam; in line with upper side stringer, a bulb plate connected to bulkhead by double angles and riveted to side P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk/Plates.	Other Items:—
Renewed								
Removed and Fairied or Repaired								
Fairied or Repaired in place								

PRESENT CONDITION OF THE	Stringers	Engine Room Skylights	Boats
Decks	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Caulking of Decks	State if Tanks now tested:	Souppers	Condition, how ascertained
Waterways	Bulkheads	Cargo Hatchways	(State if wedges removed)
Coamings	Ceiling	Hatches	Sails
Beams & Fastenings	Cement or Asphalt.	Planking of Wood Vessels	Equipment letter
Outside Plating	(State which.)	Treenails ditto	Anchors, No. of
Caulking of ditto	Rudder	Breasthooks & Stemson ditto	Cables (State if now ranged)
Rivets	Windlass	Transoms, Pointers, & Crutches ditto	„ length size
Breasthooks & Crutches	Have Pumps now been examined and found efficient?	Timbers of Frame at openings ditto	„ Rule length size
Transoms	Have Sluice Valves now been examined and found efficient?	Ditto ditto at other places ditto	(per Table 22)
Frames	Have Watertight Doors now been examined and found efficient?	Stringers, Clamps & Shells ditto	Hawsers & Warps
Reverse Frames		Salting ditto	Standing & Running Rigging
Floors		(State if examined.)	
Keelsons		Copper, or I.M. ditto	
		(State if on Felt.)	
	Dblg. Plates under Sounding Pipes	When put on, Month	Year

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 notation 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 now appears to be in a good and efficient condition and is eligible in our opinion to remain as classed and to have record of survey 6.98 Lon.

Office Fee (if chargeable) per Scale II., Sec. 27	£		Fees applied for,	£
Survey Fee (per Section 28)	£			18.
Special Damage or Repair Fee (if any) (per Sec. 28.)	£		Received by me,	
Travelling Expenses (if chargeable)	£			18.
Second Surveyor's Fee (if any)	£			

Committee's Minute TUES. 28 JUN 1898
Character assigned 100 A
Shutter dk with fhd

E. J. Hilton
Surveyor to Lloyd's Register of British & Foreign Shipping
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(Continued)

side stringer was also fitted; and the existing upper horizontal stiffener was fitted with bracket plates in way of each vertical stiffener fitted on after side.

The fore peak tank was afterwards tested and found tight.

In No 3 hold, 2 beam pillars, formed of channel bar crineted back to back were now strengthened by fitting 2 face plates 12" x 1" to the flanges, and additional bracket plates to head and heel, secured to beam and tank floor angles respectively.

The Owners Superintendent stated that, on the vessel's next return, the pillars in Nos 1 & 2 holds and the two remaining pillars in No 3 hold, of similar original construction will be dealt with in a like manner, if found necessary.

The hatchways of the weather deck have now been fitted with additional fore and afters.