

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 200 Survey held at London Date, First Survey 2 June Last Survey 17 June 1898
 on the Wood, Iron or Steel S.S. Devon Master J. Mc Gibbon

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 DECK 5794 Owners' Address
 NET 2546 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? London Graving 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.

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 and Months since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 > .1. Shelter deck with freeboard 2.97		+L.M.C. 2.97
Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.		

Last Report, No. 1321 Port Lyb.
 (Periodical Surveys, when held, must be reported in detail and serialim 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 Condition and repairs see Lytleton 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, Shelter deck partly recaulked and a few minor repairs effected.

The collision bulkhead was additionally stiffened by getting, 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

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>do</u>	<u>Good</u>	<u>Good</u>
Caulking of Decks <u>do</u>	Inner Bottom Plating <u>do</u>	Coal Bunkers, Open'gs, Lids, &c. <u>do</u>	Masts, Yards, &c. <u>do</u>
Waterways <u>do</u>	State if Tanks now tested <u>F.P.T. Yes Good</u>	Souppers <u>do</u>	Condition, how ascertained <u>From deck</u>
Coamings <u>do</u>	Bulkheads <u>do</u>	Cargo Hatchways <u>do</u>	(State if wedges removed <u>do</u>)
Beams & Fastenings <u>do</u>	Ceiling <u>do</u>	Hatches <u>do</u>	Sails <u>do</u>
Outside Plating <u>do</u>	Cement or Asphalt (State which.) <u>✓</u>	Planking of Wood Vessels	Equipment letter <u>at</u>
Caulking of ditto <u>do</u>	Rudder <u>do</u>	Treenails ditto	Anchors, No. of <u>H.B. 15. 1K.</u>
Rivets <u>do</u>	Windlass <u>do</u>	Breasthooks & Stemon ditto	Cables (State if now ranged) <u>do</u>
Breasthooks & Crutches <u>do</u>	Have Pumps now been examined and found efficient? <u>do</u>	Transoms, Pointers, & Crutches ditto	" length size (on board)
Transoms <u>do</u>	Have Sluice Valves now been examined and found efficient? <u>do</u>	Timbers of Frame at openings ditto	" Rule length size (per Table 22)
Frames <u>do</u>	Have Watertight Doors now been examined and found efficient? <u>do</u>	Ditto ditto at other places ditto	Hawsers & Warps <u>Good</u>
Reverse Frames <u>do</u>	Dbing. Plates under Sounding Pipes	Stringers, Clamps & Shelves ditto	Standing & Running Rigging <u>do</u>
Floors <u>do</u>		Salting (State if examined.) ditto	
Keelsons <u>do</u>		Copper, or I.M. (State if on Fell.) ditto	
		When put on, Month Year	

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

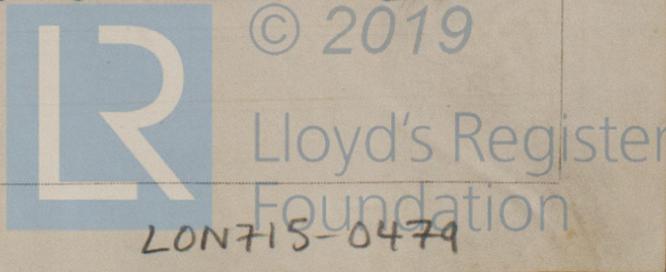
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain 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 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 6.9 8200.

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)	

E. J. Milton
W. P. Cooper
 Surveyor to Lloyd's Register of British & Foreign Shipping

Committee's Minute TUES. 28 JUN 1898
 Character assigned 100 M
Shelter dk with fbd



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In Certificate required if 1/2 to be sent to

60006 Low

(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 cranked 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 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.

N.B.—If this Report is copied by Copying Press, special 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.

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