

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

(Received at London Office. **WED. 9 AUG 1899**)

Date of writing Report *Aug 8<sup>th</sup> 99* When handed in at Local Office *London* is *Port of London*

No. in Reg. Book *213* Survey held at *London* Date, First Survey *Aug 7* Last Survey *Aug 8* 18*99*  
on the Machinery of the *Wood, Iron or Steel* *S.S. Devon* Master *M. G. G. G.*

Tonnage Gross *5489* Net *3546* Vessel built at *Rye* By whom *Hawthorn Leslie & Co.* When *1897* 2

Registered Horse Power *585* Engines made at *London* Owners *Federal Steam Nav. Co. & Co.* Port *London* Voyage *New York*

No. of Main Boilers *3* No. of Donkey Boilers *1* Steam Pressure in Main Boilers *160 lb.* in Donkey Boilers *90 lb.* If Surveyed *Afloat* or in Dry Dock *James Ltd.* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Date of last Survey and of Periodical Surveys.	Years assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>H. 100 A-1. 6. 98.</i>			<i>H. L. M. C. 2. 92.</i>

Last Survey No. *Port* Particulars of Examination and Repairs (if any) *Docking.*

(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? *No.*

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? *No.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *No.* To what pressure were they afterwards adjusted under steam? *✓*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No.* To what pressure were they afterwards adjusted under steam? *✓*

Has the propeller shaft been drawn and examined at this time? *Yes.* 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? *3/16" bare.*

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, propeller shaft, after length of funnel shafting & fastenings. Found all in good condition except after length of funnel shafting which was flawed. This shaft has now been renewed.*

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed.*

Office or Registration Fee (per Sec. 27)	Survey Fee (per Section 28)	Special Damage Fee (per Section 28)	Travelling Expenses (if chargeable)	Fees applied for	Received by me,
£ : :	£ : ✓	£ : ✓	£ : :	18	18

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

Committee's Minute *FRI. 18 AUG 1899*  
Assigned *as now*



Lowest shaft examined after length  
of tunnel shafting now renewed  
on acc of a fracture

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 to cause it to show through to the other side.

It is submitted that  
this vessel is eligible to  
remain as **CLASSED**.

*HL*  
17/1/1999

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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