

# REPORT of SURVEY for REPAIRS, &c.

No. in Reg. Book. *208* on the *S. "Devi"* Survey held at *London* Date, first Survey *27<sup>th</sup> March* Last Survey *18 April 1879* Master *Mosey*

Official Number *885* Tonnage under Tonnage Deck *885* Ditto of Spar Deck, or Avning Deck *1051* Ditto of Poop *1011* Ditto of Raised Qr. Dk. *1011* Ditto of Houses on Deck *1011* Gross Tonnage *1051* Crew Space, as per Rule *1011* Register Tonnage, cut on Beam *1011* Engine Room *1011* Reg. Tons as St'mer, cut on Bm. *1011*

Built at *Newcastle* When built *1875* Owners *New Zealand Shipping Co.* Port belonging to *London* Residence *Palmer's Co.* By whom built *Palmer's Co.* Destined Voyage *W. India* If Surveyed Afloat or in Dry Dock *In Dry Dock & afloat*

Length of Poop *185* ft. Ditto, Forecastle *21* ft. Ditto, Raised Quarter Deck *100* ft. Years assigned. *100 A.I.* Character in Register Book. *S. 77*

Last Survey, No. *18521* Port *Iron* Classed *100 A.I.*

EXAMINATION AS PER RULE:- *S. S. & 1.*

The vessel has been placed in dry dock, bottom cleaned & recoated with composition; Rudder lifted and pintles bushed. The timber boards and ceiling equal to one stroke all fore and aft - have been removed on each side, the cement - examined and found to be adhering satisfactorily to the plating &c. The cables ranged, found 270 fathoms in good condition, pins taken out of the Shackles, greased & replaced. The main topmast renewed.

Present Condition of the			
Decks	<i>good</i>	Rivets <i>when seen, good.</i>	Windlass and Capstan <i>good</i>
Waterways	<i>do</i>	Breasthooks and Stems <i>good</i>	Pumps <i>do</i>
Comings	<i>do</i>	Transoms, Pointers, and Crutches <i>good</i>	Boats <i>4 do</i>
Upper Deck Beams & Fastenings	<i>do</i>	Timbers of the Frame at the openings <i>do</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings	<i>do</i>	Ditto Ditto at other places <i>do</i>	Condition, how ascertained <i>examined</i>
Planksheers	<i>do</i>	Keelsons <i>good</i>	Sails <i>well found</i>
Sheerstrakes	<i>Plating, good</i>	Clamps and Shells <i>good</i>	Anchors No. of <i>3B, 1P &amp; 2K</i>
Topsides	<i>Plating, good</i>	Ceiling <i>good</i>	Cables, ranged, <i>good</i>
Wales	<i>Plating, good</i>	Rudder, <i>Lifted, good</i>	Hawsers and Warps <i>good &amp; suff.</i>
Plating (Bottom) and Counter	<i>good</i>	Copper <i>When put on</i>	Standing & Running Rigging <i>good</i>
Engine Room Skylights	<i>good</i>	Caulking of Bottom, Deck, & Waterways <i>good</i>	Cargo and Main Hatchways <i>good</i>
Coal Bunker, Openings, Lids, &c.	<i>good</i>	Scuppers <i>do</i>	Hatches <i>good</i>

General Observations, Opinion as to Class, &c. *This vessel has now undergone the requirements of the Rules for Special Survey & 1, and has been found in a good & efficient condition and eligible to remain, in our opinion, as classed and to have S. S. Lon & 1-79 inserted in the Register Book*

The Amount of Entry Fee ... £ *4:4:0* received by me, *Thos. Congdon*  
*15/4/79* Special ... £ *4:4:0* *21 May 1879*  
 Certificate (if required) ... £ *5:0*  
 (Travelling Expenses, if any, £ *0*)

Committee's Minute *1001*  
 Character assigned *1001*  
*1879*

