

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

(Received at London Office)

FRI, JUN 5 1896

Date of writing Report 4 June 1896 When handed in at Local Office 4 June 1896 Port of London

No. in Reg. Book. 201 Survey held at Liverpool Date, First Survey 1 June 1896 Last Survey 1 June 1896

on the Machinery of the Wood, Iron or Steel S. S. Devonia Master John Fitch

Tonnage { Gross 1327 Net 876 Vessel built at Newcastle By whom Palmer & Co When 1879 12

Registered Horse Power 140 Engines made at " When 79 Boilers, when made (Main) 79 (Donkey)

No. of Main Boilers 1 Owners Donald & Taylor Port London Voyage Baltic

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 75 lb in Donkey Boilers 45

Last Survey No. " Port " Damage and

Particulars of Examination and Repairs (if any) In Dry Dock 100 Al. 8 '94 + 2 Luc. 5 '92

(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?

Do. " Donkey " " " "

If this was not done, state for what reasons?

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 the Survey is not complete state what arrangements have been made for its completion

On vessel's return to the United Kingdom
Now done on account of damage by vessel touching the
ground in Gulf of Finland on the 30th April last. Vessel
placed in dry dock and the Propeller Stern-bush and outside
fastenings of Sea Connection examined and found good.

This vessel is due for her second Special Survey. New
Owners have had their attention called to this. They stated
that this Survey will be held at end of present voyage.

General Observations, Opinion, and Recommendation:—
 (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. P.D., &c.)

The machinery of this vessel is in good order so far as
now seen and in my opinion eligible to remain as classed
without fresh record

Office or Registration Fee (per Sec. 27) £ : : Fees applied for

Survey Fee (per Section 28) £ : : 18

Special Damage Fee (per Section 28) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

State if Certificate is required

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

Committee's Minute Deferred FRI, JUN 19 1896

Assigned Deferred FRI, JUL 10 1896

FRI, 9 NOV 1896

THUR 24 DEC 1896

FRI 1 JAN 1897

TUES 15 JUL 1897

TUES 31 AUG 1897

LON 709 0164

It is submitted that
this vessel is eligible to
remain AS CLASSED.

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.

The owners state that the P.S. No. 21 (due
5.96) will be held in vessel's return
for present voyage.

Ans.
10.6.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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