

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 31<sup>st</sup> Jan 99 When handed in at Local Office 18

Port of London

No. in Survey held at London

Date, First Survey 9<sup>th</sup> Dec 98 Last Survey 27<sup>th</sup> Jan 1899

Reg. Book 3112 on the Wood, Iron or Steel S. S. Duke of Devonshire Master

TONNAGE:-

Built at Newcastle

By whom C. A. Swan & Hunter

When 1887

GROSS 3720

Owners J. B. Westray & Co

Port belonging to Glasgow

UNDER DEK 3028

Owners' Address

NET 2425

(If not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? In Name of Dock Green

Destined Voyage

WB=CellDBorDBa feet; uE&B feet; I feet; total capacity - tons. FPT - tons; APT - tons; MT - feet - tons.

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

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.

CHARACTER, for Special Survey, Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A 1	6.98.14.97	B.S. 6.97
J. S. Lox 12.96		Z. M. C. 5.96

Last Report, No. 60025 Port Looe

(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

Society's Freeboard (if assigned) as painted on Ship and now verified 4 ft. 4 in.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Special Survey N. 3. Hull and Bottom examined

in dry dock; Holds cleared, all close ceiling removed, plates and cost burners, boilers examined, and examined under machinery space. H. B. Tanks examined internally & externally and tested by water pressure, floors, frames, stringers and top of H. B. Tanks cleaned and recoated, and ceiling refitted, pumps, sluices, and doors overhauled. The plating found good, and it was not thought necessary to drill the same; chains, lashing & equipment examined, wedges drawn & masts & rigging examined, and all the requirements of the survey complied with. Now done on account of decay. The whole of the top plating of

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	Good	Good	Good
Caulking of Decks	Good	Good	Good
Waterways	Good	Good	Good
Coamings	Good	Good	Good
Beams & Fastenings	Good	Good	Good
Outside Plating	Good	Good	Good
Caulking of ditto	Good	Good	Good
Rivets	Good	Good	Good
Breasthooks & Crutches	Good	Good	Good
Transoms	Good	Good	Good
Frames	Good	Good	Good
Reverse Frames	Good	Good	Good
Floors	Good	Good	Good
Keelsons	Good	Good	Good
	Inner Bottom Plating	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
	State if Tanks now tested	Scuppers	Condition, how ascertained
	Bulkheads	Cargo Hatchways	(State if wedges removed)
	Ceiling	Hatches	Sails
	Cement or Asphalt (State which.)	Planking of Wood Vessels	Equipment letter
	Rudder	Treenails	Anchors, No. of
	Windlass	Breasthooks & Stemson	Cables (State if now ranged)
	Have Pumps now been examined and found efficient?	Transoms, Pointers, & Crutches ditto	" length
	Have Sluice Valves now been examined and found efficient?	Timbers of Frame at openings ditto	(on board)
	Have Watertight Doors now been examined and found efficient?	Ditto ditto at other places ditto	" Rule length
	Dblng. Plates under Sounding Pipes	Stringers, Clamps & Shelves	(per Table 22)
		Salting (State if examined.)	Hawsers & Warps
		Copper, or Y.M. (State if on felt.)	Standing & Running Rigging
		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 is now in good and efficient condition, and eligible to remain as Classed and marked S. S. Looe N. 3. 1.99. with record 1.99.

Office Fee (if chargeable) per Scale II., Sec. 27	£
Survey Fee (per Section 28)	10 0 0
Special Damage or Repair Fee (if any) (per Sec. 28.)	1 0 0
Travelling Expenses (if chargeable)	9 0 0
Second Surveyor's Fee (if any)	£

Fees applied for, 4/2 99	18.99
Received by me, 16.3 99	18.99
Left	16

J. Moverly  
C. Marshall

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
Character assigned

+2 Mch 1.99

100A1

2 No. 3-1.99



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Lloyd's Register  
Foundation

LON 717-03402



Port of

London

Continuation of Report No. 60700 dated

on the

S. S. "Duke of Dife"

the H.B. tank in boiler space cut out and renewed, two tank side plates on each side renewed, and thirty inside bracket plates renewed, and eleven outside brackets doubled, all tank girders, intercostals and angles inside this tank renewed, and three plates of mid line keelson doubled, and new top angles fitted to the mid line keelson in way of boilers, and the corner in this range renewed. The fiddly casing refitted, ventilators repaired, and the greater part of the bridge deck planking renewed, and bridge deck caulked. The bridge keels have now been extended for 80 feet forward making a total length of 140 feet. —

J. W. Maresby.