

M/M BOX
1247

5.

Steel Screw Steamer "SCOTSCRAIG"; No.34690 in Register Book.
4779 tons gross. Built: 1914 - 7. Port: West Hartlepool.
Owner: A. H. Smith.

Classed: 100A1 5,30 LMC.2,28
Shel.Dk.with fbd. BS.4,32
S.S.No.3-2,28 TS(CL)6,32

The Second Special Survey No.1 became due on this vessel in February, 1932, and on a general examination which was made in May, 1932, at Antwerp, the Committee granted the year of grace.

The vessel made a voyage to the East and trouble was experienced with the Boilers. Repairs were effected to the boilers at Colombo, but the Surveyor at that port recommended that the furnaces, which were found to have heavy deposits of mud and loose rust, should be further examined on the vessel's arrival at Hong Kong, when both boilers should be scaled and cleaned and the engine room tank scaled and cemented.

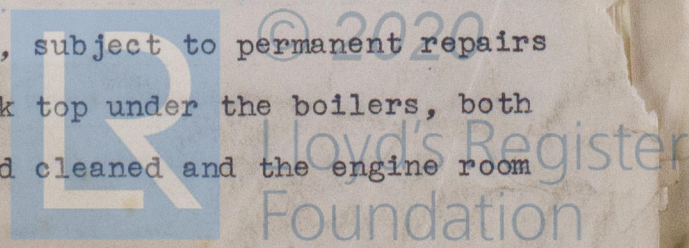
On the vessel's arrival at Hong Kong no notice was given to the Surveyor, who, on enquiry of the local Agents, was informed that they had no knowledge of the recommendations, and as no bills were presented for the work it was concluded that if anything was done it was done by the ship's crew.

The vessel arrived at Liverpool in November, 1932, but left for Dundee without any opportunity being afforded the Surveyors at Liverpool to further ascertain whether the work recommended had been dealt with.

On arrival in Dundee the vessel was laid up and has remained there ever since.

On receipt of the Colombo Surveyor's Report the vessel's class was continued, subject to permanent repairs being carried out to the tank top under the boilers, both main boilers being scaled and cleaned and the engine room tank scaled and cemented.

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In January, 1933, the vessel appears to have been taken over by the Royal Bank of Scotland and was subsequently purchased from them by the present Owner, Mr. A. H. Smith, who, on the expiration of the year of grace in February, 1933, furnished the usual undertaking.

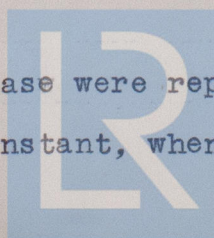
On the 1st September the Owner wrote to say that he had been given notice of ^athe considerable increase in the laying-up charges by the Harbour Authorities at Dundee and stated that he would be forced to move the vessel either to the Forth or the Tyne, in tow, and concluded that the Committee would be agreeable to leaving her class undisturbed in these circumstances.

He was informed, in reply, that, provided the Dundee Surveyors were given an opportunity of satisfying themselves that the vessel was in a fit condition to be moved, special attention being paid to the windlass and steering gear (which would involve the examination of one of the main boilers which would be required to raise steam to operate the windlass and steering gear) the Committee would agree to his proposal.

The Dundee Surveyors were advised to this effect.

On the 11th instant the Owner stated that the vessel had been sold to Rotterdam, to which port she was to proceed in tow to be broken up, and he was informed that the same conditions would apply if a certificate was to be granted to enable the vessel to proceed as a classed ship, as for towing to the Tyne or Forth. He, however, considered that these requirements were unreasonable and stated that he was not prepared to incur any expense whatever in the matter, or to arrange for the survey required, but would do as he thought fit in the matter.

The facts of the case were reported to the Classing Committee on Tuesday, 12th instant, when in all the circum-



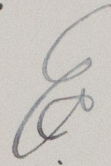
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stances they decided to give instructions for the vessel's character to be expunged from the Register Book with a Black Line (9,33), indicating that from reported defects she is no longer eligible to retain her class, and the Owner was so informed on the same date.



14th September, 1933.



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