

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

(Received at London Office WED. AUG. 25 1915)

Date of writing Report 23. 8. 15 When handed in at Local Office 24 Augt 1915 Port of CARDIFF
 No. in Reg. Book. Survey held at Cardiff Date, First Survey 12 Augt Last Survey 20. 8. 1915
779 on the Machinery of the Wood, Iron or Steel S.S. Master SCOTTIER
 Tonnage Gross 3774 Net 2443 Vessel built at W. H. H. By whom Lammie Wither & Co Ltd When 1905. 9
 Registered Horse Power 317 Engines made at Do By whom Richard Wither & Co When 1905
 No. of Main Boilers 2 Boilers, when made (Main) 1905 (Donkey) 1905
 No. of Donkey Boilers 1 Owners Bray & Gibson Ltd Port London Voyage Not ascertainable
 Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Rush St.
 in Donkey Boilers 80

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

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>H 100 A 1-4.15</u>		<u>4 L.C. 9.12</u>
<u>Spa 24. 8. 15</u>		<u>85. 4. 15</u>
<u>Hpl 23-9.12</u>		<u>T.S. 4.15.</u>

Last Report No. 687 Port W. H. H.
 Particulars of Examination and Repairs (if any) D B S

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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined? Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do
 Do. " " Donkey " " " " Yes
 If this was not done, state for what reasons? M.B.S. not due

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? Do To what pressure were they afterwards adjusted under steam? -
 Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 80 lb.
 Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Do , and of the Donkey Boiler? Yes
 Did the Surveyor examine the drain plugs of the Main Boilers? - , and of the Donkey Boiler? -
 Did the Surveyor examine all the mountings of the Main Boilers? - , and of the Donkey Boiler? -
 Has screw shaft now been drawn and examined? Do Is it fitted with continuous liner? - or two liners? - or is it without liners? -
 Has shaft now been changed? - If so, state reasons -
 Is the shaft now fitted new? - Has it a continuous liner? - or two liners? - or is it without liners? -
 State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? -
 If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

See port book Report No 687, -
 The Donkey Boiler now examined complete and put in good order.
 All Plain tubes removed.
 Donkey Boiler safety valves adjusted as above.

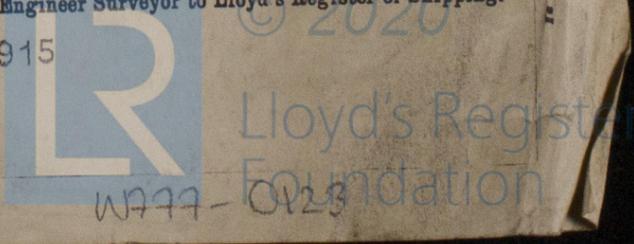
General Observations, Opinion, and Recommendation: - The machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 11, B.&M.S. 9, 11, or L.M.C. 9, 11, 140 lb., F.D., &c.)
 as far as now seen, is eligible, in my opinion, to have fresh record D B S. 8.15 subject to the L.P. Cylinder being again examined by end of 10.15 as recommended

Survey Fee (per Section 24) £ 10.0.0 Fees applied for 24 Aug 1915
 Special Damage or Repair Fee (if any) (per Section 25) £ -
 Travelling Expenses (if chargeable) £ - Received by me, 26/8/15

W. Lane
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. AUG. 27. 1915
 Assigned as above
W. H. H. 8.15. subject.

FRI. 29 OCT. 1915



Has a survey also been held on ship? If so, is the Report sent now, or when will it be sent? None

Insert Character of Ship and Machinery precisely as in the Register Book.

This Certificate required if so, to be sent to

Donkey boiler repaired & dunnaged.

It is submitted that
this vessel is eligible for
THE RECORD, DBS 8.15.

Note DA pass 80th.

It is submitted that
this vessel is eligible to
remain as **CLASSED**,
subject to the R.P.
cylinder being again
examined before the
end of Oct. 1915.

J.W.D.

25/8/15

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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