

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

(Received at London Office

WED. JUN. 16. 1915

Date of writing Report 18/6/15 When handed in at Local Office 19 Port of Glasgow
No. in Reg. Book. 726 Survey held at Glasgow Date, First Survey 11/6/15 and Last Survey 19
18/6/15 on the Machinery of the Wood, Iron or Steel S.S. Mascara Master one
Tonnage { Gross 4957 Vessel built at Glasgow By whom Alfredson & Son When 1912
Net 3201 Engines made at 5th By whom 5th When 1912
Registered { Horse Power 415 Boilers, when made (Main) 1912 (Donkey) -
No. of Main Boilers 3 Owners Wadley & Co. (Lym) Port Glasgow Voyage -
No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock For Dry Dock
Steam Pressure in Main Boilers 175 (State name of Dock.)
in Donkey Boilers -

Last Report No. - Port -
Particulars of Examination and Repairs (if any) Docking

(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.

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. " 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?

To 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 under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boiler?

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?

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?

Examined the propeller stern bush & outside fastenings.
All propeller blades (bronze) renewed.

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. 9,11, B.&M.S. 9,11, or L.M. 1, 9,11, 140 lb., F.D., &c.)

In my opinion remain as classed without fresh record.

Survey Fee (per Section 38) £ 19
Special Damage or Repair Fee (if any) £ -
(per Section 38.)
Travelling Expenses (if chargeable) £ -

Fees applied for

19

Received by me,

19

Committee's Minute

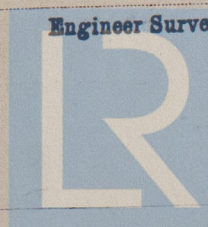
GLASGOW

15 JUN. 1915

Assigned As now

D. Mitchell

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W849-2064

*It is submitted that
this vessel is eligible to
remain as CLASSED.*

M.B.—If this Report is copied by Copying Press, especial care must be taken to ensure that the paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

*SP
17.6.15*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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