

Date of writing Report 30th April 1915 When handed in at Local Office 3 May 1915 Port of Cardiff
 No. in Reg. Book 632 Survey held at Cardiff Date, First Survey 23 Apr Last Survey 28 Apr 1915
 on the Machinery of the Wood, Iron or Steel S.S. "Satrap" Master (No. of Visits 5)
 Tonnage { Gross 2234 Net 1373 Vessel built at Sunderland By whom J Priestman & Co. When 1913-9
 Registered Horse Power 222 Engines made at Do By whom G Clark Ltd. When 1913
 No. of Main Boilers 2 Boilers, when made (Main) 1913 (Donkey)
 No. of Donkey Boilers 1 Owners (Pardoe-Thomas & Co. Ltd byrs) Port Newport. Voyage Sealed Orders
 Team Pressure in Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Hills Dry Dock
 in Donkey Boilers (State name of Dock.)

Last Report No. _____ Port _____
 Particulars of Examination and Repairs (if any) Damage

CHARACTER. X 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>X 100 A 1</u> <u>7.14</u>		<u>X LMC 9.13</u>

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.

1. A 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? Yes. Not req? Was a damage report made by anyone else? If so, by whom? London Sal. Assoc.
 2. Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.
 Do. " " Donkey " " No.
 3. If this was not done, state for what reasons? Not due for survey.
 4. What parts of the Boilers could not be thus thoroughly examined? ✓
 5. 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? ✓
 6. Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 7. Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓
 8. Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 9. Did the Surveyor examine the drain plugs of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 10. Did the Surveyor examine all the mountings of the Main Boilers? ✓ , and of the Donkey Boiler? ✓
 11. Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes or two liners? ✓ or is it without liners? ✓
 12. Has shaft now been changed? ✓ If so, state reasons ✓
 13. Has the shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓
 14. State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"
 15. If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? ✓

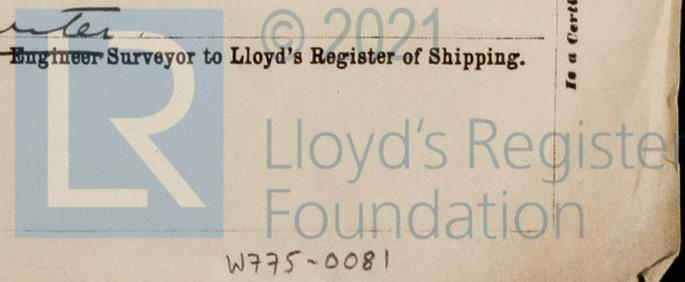
Damage, stated to have been sustained through propeller having struck a buoy in East Butte St, Cardiff, on 22/4/15.
Vessel placed in dry dock, outside fastenings examined; two of the propeller blades found broken at tips; one for about 12" & one 18"
Now done. Tail shaft drawn in, examined, found in good condition; new propeller (spare) fitted; and shaft refitted. Crank, thrust and tunnel shafting (except crank pins) examined, and found in good condition, and uninjured.

General Observations, Opinion, and Recommendation:—The machinery of this vessel, as far as seen, is in a good and safe working condition; eligible, in my opinion, to remain as classed, with fresh record of Survey T.S. 4.15 entered in the Register Book.

Survey Fee (per Section 28) £ : : Fees applied for 3 May 1915
 Special Damage or Repair Fee (if any) (per Section 28.) £ 2.2.0
 Printing Expenses (if chargeable) £ : : Received by me, J. E. Hunter 5/5/1915

J. E. Hunter
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. MAY 7 - 1915
 Signed as now



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

If so, to be sent to

All Sheeting Traced &
propeller renewed for damage
due to striking buoy

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 to cause it to show through to the other side

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

5.4.15

W
14.5.15

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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