t. 9.

No. 38385

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

(Received at London Office SAT 29 JAN 1916)

Date of writing Report 21st Jany 1916 When handed in at Local Office 21st Jany 1916 Port of CARDIFF.

No. in Y. Book. 407 Survey held at Cardiff Date, First Survey & Last Survey 20th Jany 1916 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. Devian Master

Tonnage { Gross 3689 Net 2285

Registered Horse Power 321

No. of Main Boilers 3

No. of Donkey Boilers ✓

Steam Pressure— Main Boilers 180 lbs

Donkey Boilers ✓

Vessel built at Sunderland By whom J. Priestman & Co. When 1915 / 1

Engines made at " By whom N.E. Mar. Eng. Co. Ld When 1915

Boilers, when made (Main) 1915 (Donkey) ✓

Owners O. & W. Williams & Co. Port London Voyage ✓

If Surveyed ~~Afloat or~~ in Dry Dock Mount Stuart (State name of Dock.)

Last Report No. Port

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100A1		✠ L.M.C
4.15		1.15
		J.S. 4.15.

Particulars of Examination and Repairs (if any) Fastenings

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 notes 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?

In what parts of the Boilers could not be thus thoroughly examined?

In 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?

Blrs not due for survey

Has screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Is shaft now fitted new? ✓ Has it a continuous liner? ✓ or two liners? ✓ or is it without liners? ✓

What the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 1/16"

If Survey is not complete state what arrangements have been made for its completion and what remains to be done? Survey complete

The propeller, stern bush, and fastenings of the sea connections examined and found good.

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.)

so far as seen is in good condition and eligible in my opinion to remain as now classed in Register Book without fresh record of survey.

Fee (per Section 28) £ : :

Damage or Repair Fee (if any) (per Section 28.) £ : :

Log Expenses (if chargeable) £ : :

Fees applied for 19

Received by me, 19

James Barclay

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. - 4 FEB. 1916

Signed as now

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

Is a Certificate required? If so, to be sent to

when tested and intendent.

e tested and ndent.

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

JWR
31/1/16.

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

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

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