

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

No. 4182 Date of Writing Report Jan 24 1891 Port of Meriden
Survey held at Meriden Date, first Survey Dec 10th 1890 Last Survey Jan 22 1891
on the Machinery of the S.S. Ketley Abbey Master E Barnett No. of Visits 13
Tonnage Gross 1425 Net 1113 Vessel built at West Hartlepool By whom W. Gray & Co When 1878 Boilers when made (Main) 1878 (Donkey) 1889
Registered Horse Power 180 Engines made at " When 1878
No. of Main Boilers 2 Owners Pyman Watson & Co Port Cardiff Voyage laid up
Steam Pressure in Main Boilers 75 If Surveyed Afloat or in Dry Dock Afloat dry dock
in Donkey Boiler 80 Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 100 A. 2. 90.

Particulars of Examination and Repairs (if any) L.M.C. 12.86.13.8.11.89 S.S. C. 11.89 No. 2-86
(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? Yes.
If this was not done, state for what reasons? Donkey boiler under steam but only a year old
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?

Special damage & Part No 3.

The water having risen two feet above the platform through the flooding of the after hold, submerging the crank-shaft and tunnel shafting; these portions of the machinery have been stripped and all the bearings cleaned. The condenser doors taken off and the tubes cleared.

In opening up the thrust bearing the thrust shaft collars were found to be very badly corroded so that a new shaft has been fitted as recommended

The foot of the after engine connecting rod was found broken across the crown at the oil hole caused through overheating and the defective design of the rod end an improved type of rod end was recommended but owing to their being a new pair of brasses recently put on board the old form of rod was retained in the new connecting rod which is now fitted

Main Boilers opened up and examined the furnaces of each of the boilers found collapsed and patched. New furnace crowns have been fitted. rivets in combustion chambers of each main boiler somewhat wasted

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)
The engines and Boilers of this vessel so far as seen are in good working order and eligible in my opinion to remain as classed. The notification of L.M.C. 91. to be deferred until the completion of the survey

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
Survey Fee (per Section 28) £ 3 : 3 18
Special Damage Fee (per Section 28) £ : :
Certificate (if required) as per margin £ : : Received by me
Travelling Expenses (if chargeable) £ : :
G. L. Hindmarsh
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE 27 JAN 91 FRI 27 FEB 1891 TUES. 21 APR 1891
Assigned Deferred FRI 12 JUN 1891
Lloyd's Register Foundation

It is submitted that this vessel will be eligible to have
 L.M.C. 1-91 recorded, when the Donkey boiler and
 its safety valve have been examined, and all the
 safety valves of the main and donkey boilers
 adjusted under steam with regard to the
 age of the donkey boiler, the surveyor's attention
 should be called to para 19, page 20 of the
 rules, which requires that the boiler
 should be now surveyed.
 These two reports should be returned
 to Mr Hindmarsh for his guidance
 in completing the Survey;
 as the Machinery was
 surveyed 5 months
 ago -

Yr A
 26.1.91

H182. Alm.

S. S. Ketley Abbey

The Boilers tested by hydraulic pressure of 110 lbs per
 sq inch and the repairs found to be tight and
 satisfactory.

Safety Valves examined. but steam has not
 been raised to test the valves as the vessel is laid
 up.

To complete the Survey the cylinders, pistons
 valves & pumps require to be opened up and the
 Safety Valves tested under steam.

G. L. Hindmarsh

