

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

(Received at London Office,

THURS 17 SEPT 1885)

No. 4111

No. in
Reg. Book.

Survey held at

Glasgow

Date, first Survey Sep 5th

Last Survey Sep 14th 1885

783 on the Machinery of the

S.S. "Ethelwolf"

(Number of Visits Seven)

Tonnage, Gross 516

Built at Belfast (Messrs Workman, Clark & Co)

When built 1881

Ditto, Net 325

Owners Messrs Colvill Lowden & Co

Port belonging to Glasgow

Diameter of Cylinders 22" & 40"

Engines made by Messrs Muir & Houston

When made 1881

Length of Stroke 30"

Boilers made by

When made 1881

Pressure of Steam 80 lbs

If Surveyed Afloat or in Dry Dock Kelvinhaugh Slipway

Registered Horse Power 40

Classed 100A1 1-85

Last Survey No.

Port

L M 63-83

Particulars of Repairs and Examination Special Survey No. 1

(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.)

Engines: The vessel placed on the above slipway. The propeller, sternbush, and fastenings of the sea connections examined. A new propeller shaft fitted and one new propeller blade. The lignum vitae in sternbush renewed. The cylinders, pistons, slide valves, and crank shaft examined. The flaw in fore crank pin having extended a 2 1/2 pin has been fitted through the crank pin and a new shaft has been ordered. The connecting rod bottom end brasses being greatly worn, new ones have been supplied. Condenser and pumps examined. Two new circulating pump valve seats fitted. Injection valve and sea cocks overhauled.

Boilers: Main and donkey boilers examined internally and externally. Owing to the accumulation of deposit several of the tubes have been burnt and the tops of the centre and starboard combustion chambers slightly collapsed. The whole of the plain tubes have been renewed and the boiler properly scaled. The longitudinal stays are somewhat corroded the smallest dia being 2" bear. A few of the screw stays are also wasted to 1 1/8" bear the former dia being 1 1/4". The landings of the ring beams at the bottom of the shell have been chipped and caulked inside and outside. A few rivets at the bottom of firebox in donkey boiler which were leaking badly have been renewed. New springs fitted for safety valves of main & donkey boilers and the valves tested under steam.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The requirements for the S.S. No. 1 having now been complied with, and the Engines and Boilers being in safe working order I am of opinion that the vessel is eligible to be noted in the Register Book L M 69-85 subject to the crank shaft being again surveyed within a period of six months provided the new shaft be not fitted within that time. It is also proposed to renew the above mentioned stays when fitting the new shaft.

Office or Registration Fee (per Sec 27) £ : :
Survey Fee (per Section 28) £ 4 : 4
Special Damage Fee (per Section 28) £ : :
*Certificate (if required) £ : :
Travelling Expenses (if chargeable) £ : :

received by me,
16/9/85

(Signature)

G. L. Hindmarsh

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRIDAY 18 SEPT 1885

Assigned



Lloyd's Register
Foundation

GS151-0051

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

It is submitted that this vessel is eligible **711** GEs

Have LMC 9.85 per cent the borders
being subject to recovery as per Rule
and the crankshaft in 6 months

DM 17/4/82



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