

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

10508

(Received at London Office,)

TUES. 31 MAR 1891

No. in Book. *10508* Date of Writing Report *26th March* 18*91* Port of *Glasgow*
 Survey held at *Glasgow* Date, first Survey *19th March* Last Survey *26th March* 18*91*
 on the Machinery of the *S.S. "Ethel"* Master *M^o Dougal* No. of Visits *4*
 Gross Tonnage *287* Vessel built at *Belfast* By whom *Workman Clark & Coy* When *1880* - *8*
 Net Tonnage *153* Engines made at *Glasgow* When *1880* Boilers, when made (Main) *1880* (Donkey)
 Registered Horse Power *60* Owners *D. MacBrayne* Port *Glasgow* Voyage *Coasting*
 No. of Main Boilers *One* If Surveyed Afloat or in Dry Dock *Both* Class of Vessel & Machinery
 Steam Pressure in Main Boilers *80* (State name of Dock.) *Hendersons Slip* (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ 90A1 3-90*
 in Donkey Boiler *90A1*
 Last Survey No. *970* Port *SC* *BS. 3-90 + L.M.C. 3-89*

Particulars of Examination and Repairs (if any) *Annual* *S.S. Gls 2-89*
 (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 not examined. It has been out of use for several years.*
 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?

When on the ship, the sea-cocks, propeller, and fastenings were examined and found in good order. As the propeller shaft was worn down in the stern bush $\frac{3}{8}$, it was recommended that the shaft be drawn in, to allow the bush to be relined; this was done, and on examination the after brass liner was found loose on shaft; at forward end of brass liner the shaft is reduced in section, but as the working pressure is now 65 lbs per sq inch in main boiler, the shaft is considered sufficiently strong for that pressure; recommended the after liner to be cut off and a new one fitted.

On removal to the shop, the shaft was found to be bent at after end, the length of the propeller boss; recommended the shaft to be faired, and tried in the lathe.

The main boiler was examined, also the mountings, and found in fair order. On examination of outside of boiler, found some wasting of the circular seam at middle course, on bottom, in the immediate vicinity of middle line keelson; an old patch over this part, internally, was recommended to be removed, and a new and larger patch to be fitted in its place.

The high and low pressure cylinders, slide valves, shafting, and pumps were opened up, and appear to be in good order.

The above recommendations have been carried out in a satisfactory manner; steam has been raised in the main boiler, and the safety valves adjusted to the working pressure of 65 lbs \square , this being the pressure - it is stated by the owners representative - imposed by the Board of Trade officers, when the passenger certificate was granted.

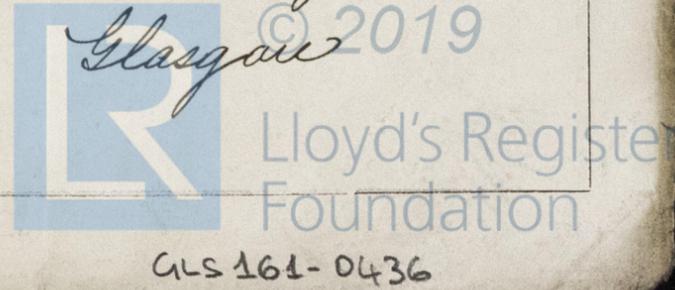
General Observations, Opinion, and Recommendation: - *The machinery of this vessel, so far as seen, appears to be in efficient condition, and is eligible, in my opinion, to remain as classed in the Register with notification + L.M.C. 3-91*
 (State clearly what alteration, if any, is suggested to be made 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 Surveyors are requested not to write on or below the space for Committee's Minute.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	0	<i>24/31</i> 18 <i>91</i>
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	<i>24/31</i> 18 <i>91</i>

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

Committee's Minute *FRI. 3 APL 1891*
 Assigned *L. Hib. 3/91*
subject to note pressure



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

10568-91

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 cause it to show through to the other side.

It is submitted that this vessel is eligible for the record + L.M.C. 3.91 subject to the donkey boiler not being used again. On account of the condition of the vessels to be kept the working pressure should be altered from 80 lb to 65 lb per square inch.

1.4.91
C.H.S.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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