

11396

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

30 MAR 92

No. 11396 Date of Writing Report 18 92 Port of Glasgow  
 No. in Reg. Book 470 Survey held at Glasgow Date, first Survey 3<sup>rd</sup> March Last Survey 8<sup>th</sup> March 1892  
 on the Machinery of the "Ethel" Master McDougal No. of Visits 3  
 Tonnage Gross 287 Net 183 Vessel built at Belfast By whom Workman Clark when 1880-8  
 Registered Horse Power 60 Engines made at Glasgow When 1880 Boilers, when made (Main) 1889 (Donkey) ✓  
 No. of Main Boilers one Owners D. MacBryne Port Glasgow Voyage Coasting  
 Steam Pressure in Main Boilers 65 lbs If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 90A1  
 in Donkey Boiler ✓ (State name of Dock.) Belunhaugh Slip (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 3-91  
 Last Survey No. ✓ Port ✓

Particulars of Examination and Repairs (if any) Special Periodical  
 (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 Main Boiler separately and make a thorough examination at this time? Yes  
 Do. " Donkey " " No - Donkey been out of use several years and fitted with blank flanges.

What parts of the Boilers could not be thus thoroughly examined? ✓  
 So 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? Yes  
 At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓  
 At what pressure were they afterwards adjusted? ✓

*When in the slipway, the sea-cocks, propeller and fastenings were examined, and found in good order. The cylinders, pistons, valves, pumps, and shafting were examined, and found in safe working condition. In N<sup>o</sup> 3 main bearing, a small circular flaw was noticed, and marked; it extends round the fillet of the crank web a distance of 2 1/2, and reappears again for about 1 1/2. but is not of a serious nature.*

*The main boiler was examined, and is in fair condition generally; several small patches on the Bowling hoops of both furnaces have been taken off and re-made; several of the screwed stays to wings, and backs, are somewhat reduced, but still are of ample section for the pressure carried. The propeller shaft was drawn, and examined in 1891.*

*To complete this survey, the main boiler safety valves require to be adjusted to 65 lbs pressure per sq. inch*

General Observations, Opinion, and Recommendation:— *This vessels machinery, in my opinion, is in safe working condition, and eligible to remain as classed, and to have notification + L.M.C. 3.92. on completion of survey.*

Office or Registration Fee (per Sec. 27).....	£ :	Fees applied for
Survey Fee (per Section 28).....	£ 3 : 10 : "	<u>28/3/92</u>
Special Damage Fee (per Section 28).....	£ :	Received by me,
Travelling Expenses (if chargeable).....	£ :	<u>29/3/92</u>

State if Certificate is required ✓

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.  
*R. J. B. Bennett*  
 Glasgow

Committee's Minute FRI 1 APL 1892  
 Assigned Deferred for completion

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It is submitted that this vessel WILL BE eligible for the record + L.M.C 3.92. when the safety valves of the Main boiler have been adjusted under steam, and subject to the Donkey Boiler not being used again.

V.A.

31.3.92



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