

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

11396

(Received at London Office. 30 MAR 92)

No. 11396 Date of Writing Report 1892 Port of Glasgow

No. in Reg. Book 410 Survey held at Glasgow Date, first Survey 13 March Last Survey 8 March 1892

on the Machinery of the "Ethel" Master McDougall No. of Visits 3

Tonnage Gross 287 Net 183 Vessel built at Belfast By whom Workman Clark & Co. When 1880 Boilers, when made (Main) 1889 (Donkey) ✓

Registered Horse Power 60 Engines made at Glasgow Owners D. MacBryne Port Glasgow Voyage Coasting

No. of Main Boilers one If Surveyed Afloat or in Dry Dock Both Class of Vessel & Machinery 90A1

Steam Pressure in Main Boilers 65 lbs (State name of Dock.) Reith & Co. Ship (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) S.S. 11-2-89

in Donkey Boiler ✓ + L.M.C. 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.

was not done, state for what reasons?

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

At what pressure were they afterwards adjusted?

When in the shipway, 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°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 Bowfin 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.

(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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

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 28/3/92

Survey Fee (per Section 28) £ 3 : 10 : "

Special Damage Fee (per Section 28) £ : : Received by me, 29/3/92

Travelling Expenses (if chargeable) £ : :

State if Certificate is required

Committee's Minute FRI 1 APR 1892

Assigned Deferred for completion

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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 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.

W.A.

31-3-92



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