

SAT. 15 APL 1893 No. 12145

# REPORT of SURVEY for REPAIRS, &C.

SAT. 15 APL 1893

Date of writing Report *13<sup>th</sup> April 1893* When handed in at Local Office *18* Port of *Glasgow*  
No. in Reg. Book *486* Survey held at *Androsson* Date, First Survey *23<sup>rd</sup> March 1893* Last Survey *1<sup>st</sup> April 1893*  
on the *Iron Screw Steamer Ethelwald* Master *Capt. Bay*

TONNAGE:— Built at *Belfast* By whom *Workman Clark & Co. Ltd.*  
GROSS *658* Owners *Macgregor & Co. Ltd. 100A.1* Port belonging to *Glasgow*  
UNDER DK. *493* Owners' Address *100A.1*  
NET *423* (If not already recorded in Appendix to Register Book.)  
Surveyed Afloat or in Dry Dock? *Drydock* Name of Dock *Androsson Dock* Destined Voyage *Barron*  
WB=DbA tons; f tons; uE&B tons; Cell DB tons; }  
FPT tons; APT tons; MT tons. }

Last Survey, No. *11854* Port *Glasgow*

(Periodical Surveys, when held, must be reported in detail and so far as in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Repairs on account of damage by grounding on the bar at the mouth of the Guadiana River on the 8<sup>th</sup> of February 1893. See Damage report attached to this report.

Now done:— Vessel placed in dry dock; on the port side 2<sup>nd</sup> plate from stem in A strake renewed with two plates having triple riveted buttstraps; 3<sup>rd</sup> & 4<sup>th</sup> plates in B strake faired and replaced; 3<sup>rd</sup> in C strake renewed and 4<sup>th</sup> in C faired and refitted. On Starboard side plates in B strake nos 3 to 10 inclusive taken off, nos 3, 4, 5, 6, 7 & 10 fractured now renewed; nos 8 and 9 faired and replaced. On Port side frames 6, 7 and 12 broken fitted with new lengths from 8 ft to 12 ft long with bison angle pieces over new butts; hull piece to frame 2 renewed.

SUMMARY OF DAMAGE REPAIRS:— 5 Plates, Faired or Repaired; 46 Frames, ditto. 9 Plates, Renewed; 3 Frames, ditto. Other Repairs:— Two renewed frames strapped a number of shell rivets

| PRESENT CONDITION OF THE     |      | RECORDED                          |                   | HATCHES                    |                |
|------------------------------|------|-----------------------------------|-------------------|----------------------------|----------------|
| Decks                        | Good | Transoms, Pointers, & Crutches    | Good              | Boats                      | Good           |
| Waterways                    | "    | Frames of Frame at the openings   | "                 | Masts, Yards, &c.          | "              |
| Coamings                     | "    | Ditto ditto at other places       | "                 | Condition, how ascertained | from Bk.       |
| Up'r Dk. Beams & Fastenings  | "    | Keelsons                          | "                 | Sails                      | Good           |
| Low'r Dk. Beams & Fastenings | "    | Clamps, Shells & Stringers        | "                 | Anchors No. of             | 3 B. 1 S. 2 K  |
| Plating                      | "    | Salting                           | "                 | Cables, length             | size           |
| Planking                     | "    | Ceiling                           | "                 | (State if now ranged)      | part seen good |
| Rivets                       | "    | Cement or Asphalt (State which)   | Cement            | Hawsers & Warps            | Good           |
| Breasthooks & Stemson        | "    | Tanks (State if now tested)       | no apparent fault | Standing & Running Rigging | "              |
|                              |      | Caulking of Bot'm, Dk, & Wat'rwys | Good              |                            |                |

General Observations, Opinion as to Class, Recommendation, &c.:—  
State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel is now in good and efficient condition and eligible in my opinion to remain as classed and to have record of Survey 4.93.

Office Fee (if chargeable) per Scale II., Sec. 27 £ : : Fees applied for, 13/4 1893  
Survey Fee (per Section 28) £ : : Received by me, 14/4 1893  
Special Damage or Repair Fee (if any) £ 5 : 5 :  
(per Sec. 28.) £ 2 : 5 :  
Travelling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Is Certificate now required? £ : :

Committee's Minute  
Character assigned  
100A.1  
B84, 93  
Drp 93  
Charles Edwards  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
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GL5167A-0188 (1/2)



## Iron Screw Steamer "Ethelwald"

frames Nos 5. 10. 11. 13. 14 cut loose faired and riveted  
two broken reverse frames fitted with back angles 8 feet  
in length, On Starboard side 24 frames in way of the  
main hold and 17 frames in way of the Engine and  
Boiler space set up faired in place and riveted  
from Centre line to turn of bilge; Landing edge  
on port side faired in place and riveted; slack  
rivets in landing edge of the E strake cut out  
and renewed; Cement in hold & Engine & boiler  
space where disturbed and damaged made good;  
Ceiling in hold to bilge stringer refitted and  
a small portion renewed; Suction pipes and  
stoke hold plates refitted; after ballast tank  
filled with water to test new work; steering gear  
overhauled and replaced coating of bottom  
redone.

Wear and tear: New hull plating to madder fitted  
and four broken reverse bars in way of the main  
hatchway strapped.

Charles Edwards  
13/4/93