

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 20 Oct 16 When handed in at Local Office 21 Oct 16 Port of CARDIFF

No. in Reg. Book 921 Survey held at Cardiff Date, First Survey 8 Sept. Last Survey 13 Oct 1916

on the Wood, Iron or Steel "ETHEL DUNCAN" Master

TONNAGE:— Built at Alloa By whom Mackay Bros. When 1912 12

GROSS 2510 Owners Ethel Duncan S. S. Co. Ltd. Port belonging to Cardiff

UNDER DEK 1832 Owners' Address J. J. Duncan Kfs.

NET 1091 (if not already recorded in Appendix to Register Book).

Surveyed in Dry Dock? Yes Name of Dock Commercial Destined Voyage

WB=CellDBorDBa feet; uE&B feet; f feet; Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

total capacity tons. FPT tons; APT tons; MT tons.

N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 14836 Port of Cardiff

Periodical Surveys, when held, must be reported in detail and serially 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 should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

Society's Freeboard (if assigned) as painted on Ship and now verified 2 ft 2 in.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and why they were declined?

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR S. S. No. 1

See also Last Rpt. No 14836.

Vessel examined in dry dock, cables ranged, chain

lockers examined, all down ceiling lifted, all W.B. Tanks

tested (including deep tank and peak tanks) & examined internally.

Holds, peaks, E.B. spaces, shaft tunnel & Coal Bunkers examined,

also decks, hatches, masts & rigging (aloft), E.B. Coatings, poop

bridge, and fore-castle spaces, Windlass, steering gear, hand pumps,

W.T. doors, fireproof marking, and general Equipment, internal

Surfaces cleaned and coated as necessary, and bottom painted.

The indicated top side plating mentioned in Last (P.T.O.)

1/2 "Ethel Duncan"

Report, now examined, and found satisfactory; but the vessel's efficiency being unaffected, signing of these plates deferred, to meet Owners' Comments.

This vessel having been originally built with a view to conveyance of fuel oil in W.B. Tanks (to meet Admiralty Requirements) has now been specially prepared for that service. All W.B. Tanks tested to limit of working decks, and fuel oil pumping system installed as per Engineer's Surveyor's Report. All Rule Requirements for Carriage of fuel oil duly complied with, except as regards W.B. Tank in E.B. space, which is not required for this purpose.

New ceiling fitted on transverse bulkheads, allowing free drainage from Tank top to bilge spaces.

Note: Admiralty Representative Requests Certificate stating that this vessel is "Fitted for Carrying Oil Fuel."

[Signature]

(See Similar Case of "Frances Duncan", Q# 38711.)



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