

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

(Received at London Office TUE 24 OCT 1916)

Date of writing Report 21st Oct 1916 When handed in at Local Office 23 Oct 1916 Port of CARDIFF

No. in Survey held at Cardiff Date, First Survey 8th Sept Last Survey 13th Oct 1916
(No. of Visits 22)

221 on the Machinery of the Wood, Iron or Steel S.S. "Ethel Duncan" Master
YEAR. MONTH. When 1912-12

Management { Gross 2510 Vessel built at Alcoa By whom Mackay Bros. When 1912-12
Net 1091 Engines made at Sunderland By whom R. E. Mackay Co Ltd. When 1912
Registered Horse Power 257 Boilers, when made (Main) 1912 (Donkey) 1912
of Main Boilers 2 Owners (J J Duncan & Co) Port Cardiff Voyage Admiralty

of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Commercial Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Main Pressure 180 lb
of Donkey Boilers 100 lb

Last Report No. Port Particulars of Examination and Repairs (if any) L.M.C.

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 residues being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

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?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? yes
Do. " Donkey " " " yes

Was this not done, state for what reasons?

What parts of the Boilers could not be thus thoroughly examined?

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 To what pressure were they afterwards adjusted under steam? 180 lb
Did the Surveyor examine the Safety Valves of Donkey Boiler? yes To what pressure were they afterwards adjusted under steam? 100 lb

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boiler?
Did the Surveyor examine all the manholes, doors and their fastenings of the Donkey Boiler? yes, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? yes, and of the Donkey Boiler? yes
Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler? yes

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes or two liners? or is it without liners?
Has shaft now been changed? If so, state reasons 1/16" Re-wooded.

Has the shaft now fitted now? Has it a continuous liner? or two liners? or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

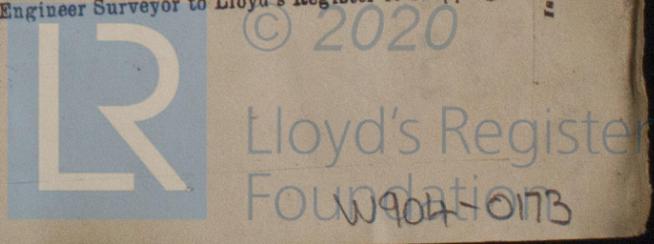
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Vessel placed in dry dock, outside fastenings examined, all in order. Tail shaft drawn in, examined, found slightly worn at after end of after liner, but efficient; now refitted; new wood in stern bush. Sea coasts & valves examined & overhauled. Examination made of all cylinders, pistons, slide valves, the condenser (tested); crank, thrust & tunnel shafting; all pumps; bilge & other sections; valve gear and auxiliaries; the M.P. false face re-fitted. Working parts of engines overhauled and adjusted. All found in good order. Main and donkey boilers examined over all parts and found same in good condition. Safety valves and mountings examined.

General Observations, Opinion, and Recommendation:—The machinery of this vessel is in a good and safe working condition; eligible, in my opinion, to remain as classed, with fresh records of survey L.M.C. 10.16 & B.S. 10.16 entered in the Register Book, also Fitted for carrying oil fuel. FP above 150°F in DB & peaks.

Survey Fee (per Section 28) £ 5.0.0 Fees applied for 23 Oct 1916
Special Damage or Repair Fee (if any) £ 5.5.0
Travelling Expenses (if chargeable) £ : : Received by me, 16-12-1916

Committee's Minute Assigned
FRI OCT 27 1916 TUE 31 OCT 1916
J. B. Hunter
Engineer Surveyor to Lloyd's Register of Shipping.



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

Is a certificate required? If so, to be sent to

S.S. "Ethel Duncan"

Mountings examined and overhauled.
All safety valves adjusted under steam.

A pipe line arrangement has been fitted for carrying oil fuel; the piping, filter and connections have been tested, ^{in water} under water pressure to 200 lb per sq", the filter to 250 lb per sq"; and after been fitted on board, were tested in place & found satisfactory.

This installment is similar to that on the S.S. "Francis Duncan", Off Rept. No. 38711.

J. B. Hunter.

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is set so much damped as to spread the ink, or to cause it to show through to the other side.

OF THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

1st S.S. No. 1 due 12.16 now held.

It is submitted that this vessel is eligible for

THE RECORD + LMC 10.16.

5.10.16.

J. B. Hunter
76/10/16

