

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

No. 9093 Date of Writing Report \_\_\_\_\_ 188 9 Port of Glasgow Received at London Office, THURS 4 APR 1889  
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 17<sup>th</sup> March Last Survey 30<sup>th</sup> Mar. 1889  
660 on the Machinery of the S.S. "Ethel" Master D. Macmillan No. of Visits 4  
 Tonnage { Gross 300 Net 162 Vessel built at Belfast By whom Worthman, Clark When 1880 YEAR. MONTH. 8  
 Registered Horse Power 60 Engines made at Glasgow When 1880 Boilers, when made (Main) 1880 (Donkey) \_\_\_\_\_  
 No. of Main Boilers one Owners D. Mac Brayer Port Glasgow Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock Kelvinhaugh Slip Class of Vessel & Machinery \_\_\_\_\_  
 in Donkey Boiler \_\_\_\_\_ (As in Register Book, including date of last Boiler Survey.) 90AT 1.88  
 Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ B.S. 1.88. F.I.M.C. 10.88

Particulars of Examination and Repairs (if any) Special Survey  
 (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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? yes  
 If this was not done, state for what reasons? \_\_\_\_\_  
 And what parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_  
 Also 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? \_\_\_\_\_

*This vessel's machinery opened up for Survey and then were examined the cylinders, pistons, slide valves, pumps and shafting.*  
*The Main boiler and connections examined, the Donkey boiler is out of use, and is disconnected.*  
*While on the Slip the propeller and fastenings, sea cocks & connections were examined. Main Boiler seen under steam & safety valves tested*

General Observations, Opinion, and Recommendation:— The machinery & boiler of this vessel are now in good order, and in our opinion are eligible to have the record L.M.C. in the Register Book. 3/89  
 (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. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 : -	1/4 1889
Special Damage Fee (per Section 28).....	£ : :	
*Certificate (if required) as per margin.....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	2/4 1889

*Wm. Sibson & Cleopner*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 5 APRIL 1889

TUES 9 JULY 1889

Assigned L.M.C. 3/89



9093 glb

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 record  
is eligible to have + Enc 3. 89  
Recorded +

Ad

4.4.89

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN



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Foundation