

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

MON 24 MARCH 1890

(Received at London Office,)

No. 9410 Date of Writing Report March 21st 1890 Port of Glasgow
 No. in Reg. Book. Survey held at Glasgow Date, first Survey 4th March Last Survey March 20th 1890
 666 on the Machinery of the S.S. Ethel Master Hamichael No. of Visits 4
 Tonnage Gross 287 Net 153 Vessel built at Belfast By whom Workman Clarke & Coy When 1880
 Registered Horse Power 60 Engines made at Belfast When 1880 Boilers, when made (Main) 1880 (Donkey) ✓
 No. of Main Boilers One Owners D. Mac Brayne Port Glasgow Voyage Coasting
 Steam Pressure in Main Boilers 80 lb If Surveyed Afloat or in Dry Dock Slipway & Afloat Class of Vessel & Machinery S.S. 46s. No. 289
 in Donkey Boiler ✓ (State name of Dock: Henderson Slip & Queen Dock. (As in Register Book, including date of last Boiler Survey.) B.S. 1.88 + L.M.C. 3.89

Last Survey No. Port

Particulars of Examination and Repairs (if any) Annual 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?

*When this vessel was on Slipway all sea cocks and valves were opened out and put in good working condition.
 Propeller and fastenings in order.
 Main boiler opened out, cleaned and sealed, and on examination found in good condition, found a patch in Star. Furnace, which is keeping round and tight, a few leaks in bottom of shell, which have all been caulked up.
 Safety valves and all boiler mountings opened out and put in good order, Steam raised in Main Boiler, found tight and satisfactory and Safety Valves adjusted to working pressure, & D. Boiler not in use, found it disconnected.*

General Observations, Opinion, and Recommendation:—
 (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.)

This vessel's machinery is in good and efficient working condition, and eligible in my opinion to remain as classed in Register Book, with the additional notation B.S. 3, 90.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for 12/3/ 1890 Received by me, 12/3/ 1890
Survey Fee (per Section 28)	£	1	:	
Special Damage Fee (per Section 29)	£	:	:	
Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

A. Stewart
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES 25 MARCH 1890
 Assigned B.S. 3/90 subject &c



State of a Vessel's Machinery as at the date of the Survey

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

9710 Gls

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
is eligible to have B.S. 3. 90
recorded. subject to the Admiralty
order not being used
again.
W.A.
24-3-90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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