

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

No. *475* Date of Writing Report *Dec 29th* 18 *91* Port of *London* (Received at London Office, *WED. 30 DEC 1891*)
 No. in Reg. Book. *Survey held at London* Date, first Survey *Dec 28th* Last Survey *Dec 23rd* 18 *91*
 on the Machinery of the *S.S. "Ethelbert"* Master *A. Ling* No. of Visits *Two*
 Tonnage Gross *483* Net *294* Vessel built at *Belfast* By whom *Widdman Blake & Co* When *1881* 1
 Registered Horse Power *73* Engines made at *Glasgow* When *1881* Boilers, when made (Main) *1881* (Donkey) *1881*
 No. of Main Boilers *Two* Owners *Ethelbert S.S. Co Ltd* Port *London* Voyage
 Steam Pressure in Main Boilers *80 lbs* If Surveyed Afloat or in Dry Dock *Septford for steam*
 in Donkey Boiler *-* (State name of Dock.) *dry dock* Class of Vessel & Machinery
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+100A1.5.91*
0.0. 26. 202-89 +LMC. 5.89 BS. 11.90

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Annual B.S.* *0.0. 26. 202-89 +LMC. 5.89 BS. 11.90*

(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?

Examined sea coils, sea connections & propeller fastenings

Tail shaft - drawn & examined, & found in a satisfactory condition, new strips ofignum vitae fitted to stem tube.

Examined main & donkey boilers & their respective safety valves & found them in good condition

and dry caulking done to front end of main boiler

To complete the survey the safety valves of both main & donkey boilers require to be set under steam

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.)

The machinery of this vessel as far as seen appears to be in good condition eligible in my opinion to remain as classed. B.S. 12.91 to be recorded when main & donkey boilers have been set under steam

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	1	10	30/12/1891
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	27.1 1891

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

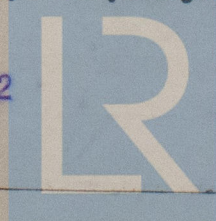
Committee's Minute

FRI 1 JAN 1892

FRI 15 JAN 1892

Assigned

Note for completion



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LON695-0020

State if a Report is also sent on the Ship or not, and when, one will be sent.

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

It is submitted that this vessel WILL BE eligible for the record B.S. 12 91.

When the main and dandy boiler safety valves have been adjusted.

C.E.S.

30 12 91.



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