

52659

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

(Received at London Office) THURS. 28 JAN 1892

No. 475 Date of Writing Report 18 Port of London

No. in Reg. Book 475 Survey held at London Date, first Survey 27. 1 1892 Last Survey 27. 1 1892

on the Machinery of the S. S. Ethelbert Master K Ling No. of Visits 1

Tonnage Gross 483 Net 294 Vessel built at Belfast By whom Workman Clark & Co When 1881 Boilers, when made (Main) 1881 (Donkey) 1881

Registered Horse Power 75 Engines made at Glasgow When 1881 Boilers, when made (Main) 1881 (Donkey) 1881

No. of Main Boilers 1 Owners Foley & Co Port London Voyage

Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock Griffiths Shaw Ward Class of Vessel & Machinery +100A1591

in Donkey Boiler 60 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 11.90 + L.N.E. 589

Last Survey No. 5288 Port London SS Gls. No. 2-29

Particulars of Examination and Repairs (if any) Completion of Boiler 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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

The safety valves of the main boiler were found to be adjusted to blow off at 80 lbs and the donkey boiler safety valve was found to blow off at 46 lbs.

General Observations, Opinion, and Recommendation:— As far as seen the machinery of this vessel is in a safe working condition and eligible in my opinion for the record B.S. 12.91.

(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. 191, B.&M.S. 191, or L.M.C. 191, as the case may be.)

Office or Registration Fee (per Sec. 27)	£	:		Fees applied for
Survey Fee (per Section 28)	£	:		18
Special Damage Fee (per Section 28)	£	:		
Travelling Expenses (if chargeable)	£	:		Received by me,
				18

*State if Certificate is required

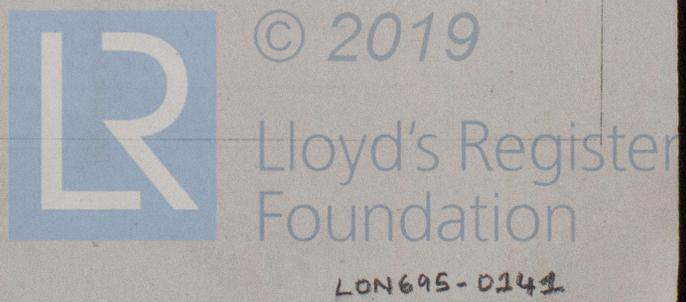
Committee's Minute FRI 29 JAN 1892

Assigned B.S. 12.91

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

No. 10.—L. R. P. H.—Form No. 9.—Transfer Ink—5,000, 18/8/91
 *Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)

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



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.

JP

B.S. 12-91

17.9

22-1-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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