

52906

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

(Received at London Office)

No. 14<sup>th</sup> Apr 1892 Date of Writing Report 14<sup>th</sup> Apr 1892 Port of London

No. in Reg. Book 602 Survey held at London Date, first Survey 12<sup>th</sup> April 1892 Last Survey 12<sup>th</sup> April 1892

on the Machinery of the British Crown Master M. H. Williams No. of Visits 1

Tonnage Gross 3219 Net 2065 Vessel built at Belfast By whom Harland & Wolff (Lim<sup>d</sup>) When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

Registered Horse Power 320 Engines made at D<sup>o</sup> Owners British Ship Owners (Lim<sup>d</sup>) Port Liverpool Voyage V

No. of Main Boilers 2 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery L100A1

Steam Pressure in Main Boilers 180 (State name of Dock.) Royal Albert (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 6.91

in Donkey Boiler ✓ Last Survey No. Port +LMC 1.91

## Particulars of Examination and Repairs (if any)

(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?

*Vessel was placed in dry dock  
Examined propeller, stern bush & sea connection fastenings, found  
all in good order.*

## 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. 1,91, B.&M.S. 1,91 or L.M.C. 1,91, as the case may be.)

*The machinery of this vessel as far as seen is in good working order, and in my opinion eligible to remain as classed in the register book.*

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

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

\*State if Certificate is required

Committee's Minute TUES. 19 APL 1892

Assigned As now



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  
remain AS CLASSIFIED

CYF  
16.4.92.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation