

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

(Received at London Office)

TUES. 26 APR 1892

No. 603 Date of Writing Report 25th Apr 1892 Port of London

No. in Reg. Book 603 Survey held at London Date, first Survey 23rd Apr 1892 Last Survey 23rd Apr 1892
on the Machinery of the S/S British Empire Master Mill No. of Visits 1

Tonnage { Gross 3020 Vessel built at Belfast By whom Harland & Wolff (Linn) When 1889 Boilers, when made (Main) 1889 (Donkey) 1889
Net 1971 Engines made at 5 Owners British Ship Owners Co. (Linn) Port Liverpool Voyage ✓

Registered Horse Power 320 If Surveyed Afloat or in Dry Dock Dry Dock Class of Vessel & Machinery -100 A
No. of Main Boilers 200 (State name of Dock.) Royal Albert (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 10.91

Steam Pressure in Main Boilers 180 lb in Donkey Boiler ✓ Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(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 placed in the graving dock

Examined Propeller & all Sea Connection fastenings - found same good

General Observations, Opinion, and Recommendation:— The machinery of this

(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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)

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)	£	:	:	15
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	15

*State if Certificate is required

Committee's Minute FRI 29 APR 1892

Assi ned As noted

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

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LN0696-0053

It is submitted that
this vessel is eligible to
remain AS CLASSED.

H.A.

27-4-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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