

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

FRI 25 AUG 1893

(Received at London Office)

of writing Report *Aug 24 1893* When handed in at Local Office *London* is *Port of London*

in Book. Survey held at *London* Date First Survey *Aug 23 1893* and Last Survey *Aug 23 1893* (No. of Visits *one*)

37. on the Machinery of the *Wood, Iron or Steel* *S.S. BRITISH CROWN* Master *Williams*

Age { Gross *3219* Net *2565* Vessel built at *Belfast* By whom *Harland & Wolff* When *1891* / *1*

Registered *320* Engines made at *Do* When *1891* Boilers, when made (Main) *1891* (Donkey) *1891*

Use Power *Two* Owners *British Shipowners Co* Port *Liverpool* Voyage *Montreal*

of Main Boilers *Two* If Surveyed *Afloat or in Dry Dock* *Millwall Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers *Rolls* (State name of Dock.)

in Donkey Boiler *-*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *Condition*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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? *No*

Do. " Donkey " " " *No*

If this was not done, state for what reasons? *Survey not due*

And what parts of the Boilers could not be thus thoroughly examined? *No*

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? *No*

Did the Surveyor examine the Safety Valves of the Main Boiler? *No*

At what pressure were they afterwards adjusted under steam? *No*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*

To what pressure were they afterwards adjusted? *Completed*

If the Survey is not complete state what arrangements have been made for its completion? *Completed*

Examined propeller, stern bush, & sea connection fastenings. all found to be in good condition.

General Observations, Opinion, and Recommendation:— *This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.*

(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. 2, 22, B.&M.S. 2, 22 or L.M.C. 2, 22, as the case may be.)

Now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.

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

State if Certificate is required

Committee's Minute *TUES. 5 SEP 1893*

Assigned *as now*

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

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

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.

Inc
1/9/93-



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