

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

(Received at London Office)

Date of writing Report *7 Feb'y 1896* When handed in at Local Office *8 Feb'y 1896* Port of *LONDON*

No. in Reg. Book. *677* Survey held at *LONDON* Date, First Survey *14 May 49* Last Survey *7 Feb'y 1896*

on the Machinery of the *Wood, Iron or Steel* *S.S. British Empire* Master *H. Wells*

Tonnage { Gross *3020* Net *1991* Vessel built at *Belfast* By whom *Harland & Wolff* When *1889* YEAR. MONTH.

Registered Horse Power *305* Engines made at *"* When *89* Boilers, when made (Main) *89* (Donkey) *89*

No. of Main Boilers *1* Owners *Miss M. Johnson, C. Ltd* Port *Liverpool* Voyage *Boston*

No. of Donkey Boilers *1* Steam Pressure— in Main Boilers *180 lb* If Surveyed Afloat or in Dry Dock *afloat in Millwall Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. *"* Port *"* *B.S. 2* *Damage* *£100 Al. 8'95* *+ L.M.C. 3'95*

Particulars of Examination and Repairs (if any) *Damage* *£100 Al. 8'95* *+ L.M.C. 3'95*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *yes.*

Do. " Donkey " " " *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? *yes.*

Did the Surveyor examine the Safety Valves of the Main Boiler? *yes.*

At what pressure were they afterwards adjusted under steam? *180 lb*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *yes.*

To what pressure were they afterwards adjusted? *70 lb*

Has the propeller shaft been drawn and examined at this time? *yes.*

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

*No done in account of damage by proceeding on 24/11 and 28/11/95 on Voyage London - Boston S.A. - H.P. Cylinder and Piston and Slide examined new H.P. Piston Rings and fitted Propeller Stern-bush Sea Connections & their fastenings examined Tail Shaft drawn in and with Crank Pin and Shaft examined and found good.*

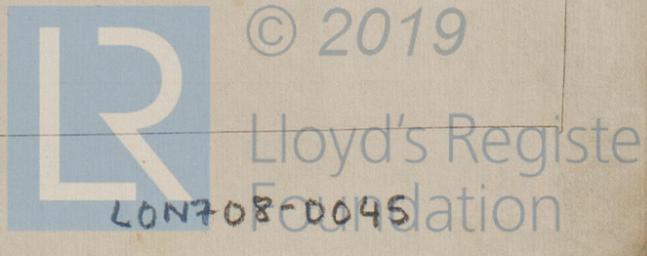
*Pumps & Condenser examined Tubes drawn from latter cleaned and replaced. Right repairs done to main and Piece Injection valves. Main Boilers examined. Right Leaky Caulked in bottom seams of shells and three defective Patches in Comb. Chamber removed and replaced by larger patches. These Boilers tested to work water pressure after repairs and found good.*

*Donkey Boiler examined several screwed stay removed in back plating of Comb. Chamber and Right Caulking done to bottom seams of shell. Boiler tested to work water pressure.*

General Observations, Opinion, and Recommendation:—  
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 95, B.M.S. 9, 95 or L.M.C. 9, 95, 140, F.D., &c.)  
*The Machinery and Boilers of this vessel are in good order and in my opinion eligible to remain as classed with fresh record of *B.S. 2.96**

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for	<i>11/21 1896</i>
Survey Fee (per Section 28)	£ <i>2</i> :	Received by me,	<i>13/21 1896</i>
Special Damage Fee (per Section 28)	£ <i>44</i> :		
Travelling Expenses (if chargeable)	<i>loss 10% 0.12.0</i>		
	<i>5.12.0</i>		

\*State if Certificate is required  
Committee's Minute *FRI. FEB 14 1896*  
Assigned *B.S. 2.96*



State if Certificate is required to be sent to the Registrar of Shipping and Machinery precisely as in the Register Book.