

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

(Received at London Office)

FRI. MAR 19 1897

Date of writing Report *March 18* 18*97*. When handed in at Local Office *18* Port of *London*.
 No. in Reg. Book. *700* Survey held at *London*. Date, First Survey *Mar 11* Last Survey *March 15* 18*97*.
 on the Machinery of the *Wood, Iron or Steel* *L.S. British Empire* Master *Walt.*
 Tonnage { Gross *3146* Vessel built at *Belfast*. By whom *Hartland & Co.* When *1889* YEAR. MONTH.
 Net *1994* Engines made at *Do.* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*.
 Registered Horse Power *325* Owners *British Shipowners Co. Ltd.* Port *Liverpool*. Voyage *South*.
 No. of Main Boilers *1* If Surveyed Afloat *on in Dry Dock* *Victoria Dock*.
 No. of Donkey Boilers *1* (State name of Dock.)
 Steam Pressure in Main Boilers *180 lbs.*
 in Donkey Boilers *70 lbs.*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years and Months expired.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A-1. 1897.		* L.M.C. 296
88. 100 741. 93.		B.S. 2. 96

Last Survey No. Port

Particulars of Examination and Repairs (if any) *B.S.*

(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?

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?

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

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

*Examined Main & Donkey Boilers internally and externally and Safety valves
 found same all in good condition.*

Adjusted safety valves under steam as above.

General Observations, Opinion, and Recommendation: *This vessel's Boilers are now in good
 condition & in my opinion the vessel is eligible for the record B.S. 3. 97.*

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 2 : 0 : 0
 Special Damage Fee (per Section 28) £ : 4 : 0
 Travelling Expenses (if chargeable) £ 1 : 16 : 0

Fees applied for

20/3 1897

Received by me,

13/4 1897

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

* State if Certificate is required

Committee's Minute

Assigned

TUES MAR 23 1897

FRI. 7 MAY 1897

Lloyd's Register
Foundation

LON712-0137

*It is submitted that
this vessel is eligible for
THE RECORD.*

73. 2. 3. 97

20/3/97

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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