

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

(Received at London Office)

FRI. MAR 26 1897

Date of writing Report March 25 1897 When handed in at Local Office Port of London

No. in Reg. Book. 699 Survey held at London Date, First Survey March 13 Last Survey March 24 1897

on the Machinery of the Wood, Iron or Steel S.S. "British Crown" Master Williams

Tonnage { Gross 3219 Net 2565 Vessel built at Belfast By whom Harland & Wolff, Ltd. When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

Registered { Horse Power 302 Engines made at Do. Owners British Shipowners Co. Ltd. Port Liverpool Voyage Boston

No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure—180 lbs. If Surveyed Afloat or in Dry Dock Victoria & Alfred Docks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 70 lbs. in Donkey Boilers 70 lbs.

Last Survey No. PortParticulars of Examination and Repairs (if any) B.S. 3. 97.

(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 also propeller, screw shaft, stem bush and sea connections fastenings, all found to be in good condition.

Adjusted Safety valves under steam as above.

General Observations, Opinion, and Recommendation: This vessel's Boilers & Engines as far as seen 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) £ 2 : 0 : 0

Survey Fee (per Section 28) £ 2 : 0 : 0

Special Damage Fee (per Section 28) £ 4 : 0 : 0

Travelling Expenses (if chargeable) £ 1 : 16 : 0

Fees applied for

26/3 1897

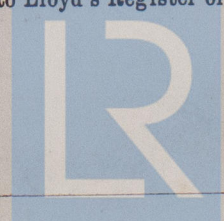
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Received by me,

13/4/97

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

\*State if Certificate is required

Committee's Minute TUES MAR 30 1897Assigned 1893, 97

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Lloyd's Register

Foundation

LON 12-0157



Screw shaft examined

It is submitted that  
this vessel is eligible for  
THE RECORD. 13. 3. 97.

J.L.  
26. 3. 97.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.