

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

(Received at London Office. FRI. 1 MAY 1897)

Date of writing Report April 30<sup>th</sup> 1897 When handed in at Local Office Port of London

No. in Book 700 Survey held at London Date, First Survey April 28 Last Survey April 29, 1897

on the Machinery of the Wood, Iron or Steel S.S. "British Empire" Master Wills

Age { Gross 3146 Net 1994 Vessel built at Belfast By whom Harland & Wolff When 1889 MONTH 4

Registered { Horse Power 305 Engines made at Do. When 1889 Boilers, when made (Main) 1889 (Donkey) 1889

of Main Boilers 2 Owners British Shipowners Co. Ltd Port Liverpool Voyage Boston

of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Victoria Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure— 150 lbs in Main Boilers 70 lbs in Donkey Boilers 70 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 58627 Port Lon Particulars of Examination and Repairs (if any) S.S. No. 2.

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A-1. 3. 97.</u>		<u>L.M.C. 3. 93</u>
<u>S.S. Lon No. 1. 93.</u>		<u>B.S. 3. 97.</u>

Periodical Surveys, when held, must be reported in detail and seriatim 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? See London report No. 58480

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? No. See London report No. 57377. Completed.

If the Survey is not complete state what arrangements have been made for its completion? Examined cylinders, pistons, valves, pumps, condenser, bilge connections, crank, thrust, turned shafting, all in good condition.

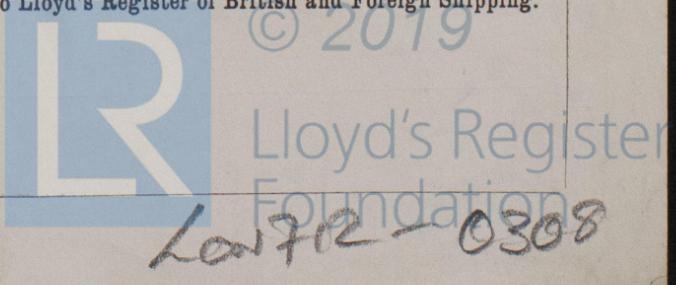
The screw shaft, propeller, stem bush, & sea connections were examined in February 1896.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now in good condition & in my opinion the vessel is eligible for the record L.M.C. M.S. 4. 97.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for	575	18	97
Survey Fee (per Section 28)	£	3	10	0			
Special Damage Fee (per Section 28)	£	:	7	0			
Travelling Expenses (if chargeable)	£	3	3	0			
				Received by me,	7/5/97		

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

\*State if Certificate is required  
Committee's Minute FRI. 7 MAY 1897  
Assigned + L.M.C. No. 4 97



LC 712 - 0308

Insert Character of Ship and Machinery precisely as in the Register Book.

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

*+ L. M. C. N. S. 4, 97*

*LS  
5/15/97*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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