

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

No. 58761.

Date of writing Report April 30th 1897. When handed in at Local Office 1897. Port of London.

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 Willis.

Gross 3146 Net 1994 Vessel built at Belfast. By whom Harland & Wolff. When 1889 Boilers, when made (Main) 1889 (Donkey) 1889.

Engines made at 50. Owners British Shipowners Co. Ltd. Port Liverpool Voyage Boston.

Registered 305 of Main Boilers 2 of Donkey Boilers 1 Steam Pressure 150 lbs. in Main Boilers 70 lbs. in Donkey Boilers.

If Surveyed Afloat or in Dry Dock Victoria Dock. (State name of Dock.)

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

CHARACTER.	Yours Assigned now or expired	Machinery and Boiler Surveys (including date of N.B., if any).
For Special Survey. Date of last Survey and of Periodical Surveys.		
100 A-1. 3. 97.		L.M.C. 3. 93.
S.S. Lon No. 1. 93.		B.S. 3. 97.

Particulars of Examination and Repairs (if any) S.S. No. 2.

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 " " " See London report No. 58480

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? 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? No.

Has the propeller shaft been drawn and examined at this time? No.

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

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) £ 3 : 10 : 0

Survey Fee (per Section 28) £ 3 : 10 : 0

Special Damage Fee (per Section 28) £ 3 : 3 : 0

Travelling Expenses (if chargeable) £ 3 : 3 : 0

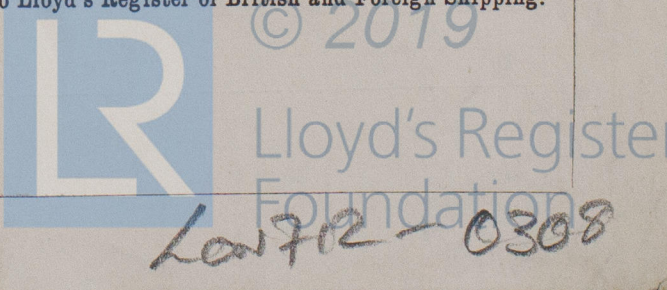
Fees applied for 5/5 18 97

Received by me, 7/5/97

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

Committee's Minute FRI. 7 MAY 1897

Assigned + L.M.C. No. 4 97



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

+ L. H. C. H. S. 4, 97

LS
5/5/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation