

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

No. 11314

(Received at London Office SAT. APR 4 1896)

Date of writing Report _____ is _____ When handed in at Local Office _____ is _____
 No. in Reg. Book. Survey held at Bowling Date, First Survey 4th March Last Survey 19th March 1896
 III. on the Machinery of the Wood, Iron or Steel S.S. Harrier Master Jones
 Tonnage Gross 209 Net 95 Vessel built at Bowling By whom Scott & Coy When 1892-9
 Registered Horse Power 50 Engines made at Paisley When '92 Boilers, when made (Main) 92 (Donkey) 92
 No. of Main Boilers 1 Owners Anglesey Shipping Coy Port Beaumaris Voyage Coasting
 No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Bowling Slip
 Steam Pressure in Main Boilers 160 lbs in Donkey Boilers 80 lbs (State name of Dock.)

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Docking

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned not expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>1-100 A 1</u>		<u>1-L.M.C.</u>
<u>2-94</u>		<u>5-93</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?
 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? Yes in view of S.S. No. 1. Coming due shortly.
 If the Survey is not complete state what arrangements have been made for its completion?

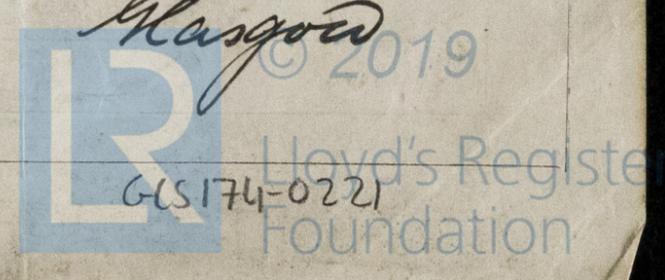
This vessel has been put on slipway for alterations. The propeller shaft was drawn in and on examination found in good condition. The sea cocks & chests were overhauled and examined. No other parts of machinery submitted for survey at this time.

General Observations, Opinion, and Recommendation:— As far as seen from the above survey the machinery of this vessel is in good order and in my opinion eligible to remain as classed without any fresh date of survey.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ : : 18
 Special Damage Fee (per Section 28) £ : :
 Travelling Expenses (if chargeable) £ : :
 Received by me, 18

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

*State if Certificate is required
 Committee's Minute TUES. APR. 7 1896 FRI 6 NOV 1896
 Assigned as now



State if survey is also now sent on the ship or if not whether, and when, one will be sent.

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

It is submitted that
this vessel is eligible to
remain AS CLASSED.

14314 G

Have the

Examination of the Propeller, Screwshaft,
& Sea connections, noted as part of S.S. 89

due 9.96.

Ind.

4.4.96

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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