

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

No. 11314

Date of writing Report 18 When handed in at Local Office 18

No. in Reg. Book. Survey held at Bowling Date, First Survey 14 March Last Survey 19 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 Boilers, when made (Main) 92 (Donkey) 92

Registered Horse Power 50 Engines made at Paisley Owners Anglesey Shipping Coy Port Beaumaris Voyage Coasting

No. of Main Boilers 1 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock Bowling Ship (State name of Dock.)

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

Last Survey No. 1 Port Bowling

Particulars of Examination and Repairs (if any) Docking

(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 exam. No other parts of machinery submitted for survey at this time.

General Observations, Opinion, and Recommendation:— As far as seen from (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 1,01, B.M.S. 1,01 or L.M.C. 1,01, 110 lbs, &c.)

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) £ : : Received by me,

Travelling Expenses (if chargeable) £ : : 18

*State if Certificate is required

Committee's Minute TUES. APR. 7 1896 FRI 6 NOV 1896

Assigned

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

Glasgow
© 2019
Lloyd's Register
Foundation
GLS174-0221

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. 84

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.



© 2019

Lloyd's Register
Foundation