

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

(Received at London Office THUR. 20 OCT 1898)

Date of writing Report 17th October 1898 When handed in at Local Office 17th October 1898 Port of Glasgow
 No. in Reg. Book. Survey held at Bowling Date, First Survey 10 Oct Last Survey 12 Oct 1898
145 on the Machinery of the Wood, Iron or Steel S.S. Harris Master G. Griffiths
 Tonnage { Gross 219 Vessel built at Bowling By whom Scott & Co When 1892 9
 Net 64 Engines made at Paisley When 1892 Boilers, when made (Main) 1892 (Donkey) 1892
 Registered Horse Power 50 Owners Anglesey Shipping Co. Port Breanoria Voyage Bangor
 No. of Main Boilers one If Surveyed Afloat or in Dry Dock Slipway
 Steam Pressure—
 in Main Boilers 160 (State name of Dock) Bowling
 in Donkey Boilers 50

Last Survey No. Port Docking & Annual Boils
 Particulars of Examination and Repairs (if any) Annual Boils

(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.)

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

CHARACTER * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned expired	Machinery and Boiler Surveys (including date of N.B., if any).
<u>BS 100 A 1-98</u>		<u>L.M.C. 10-98</u>
<u>BS. Oct 100. 96</u>		

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.

Do. " Donkey " " " Yes.

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? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? Not adjusted

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new? No.

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16 full.

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? To complete the Survey

The safety valves of the main & donkey boilers require to be adjusted.
The owners superintendent Mr. Martin states this will be done at
Belfast in a few days time.

When this vessel was on slipway the propeller shaft was drawn in,
examined, and found in good condition. The shaft has been lapped fitted
in place & the propeller made secure. (a phosphor bronze propeller now fitted)
The main and donkey boilers, and their safety valves were opened
out and examined and found in good condition, excepting the circumferential
seam at bottom, which is much corroded, about 32 rivets have been cut
out, an internal patch fitted, the holes in patch & shell rimed, & turned
bolts fitted.

Examined the mountings of main & donkey boilers & found same in
good condition.

General Observations, Opinion, and Recommendation:— The machinery of this

(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. 9, 07, B.C.M.S. 9, 07 or L.M.C. 9, 07, 140 lb., F.D., &c.)

vessel so far as seen is in good condition and is eligible in our
opinion to remain as classed, with fresh record of B.S. 90-98 when
the safety valves of main & donkey boilers have been adjusted.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee per Section 28)..... £ 1 : 10 :
Less 10% Disch 3
 Special Damage Fee (per Section 28)..... £ 1 : 7 : 0
 Travelling Expenses (if chargeable)..... £ : :
 Fees applied for
19/10/98 18 98
 Received by me,
26.10.1898

*State if Certificate is required

FRI. 21 OCT 1898

FRI. 18 NOV 1898

FRI. 23 DEC 1898

Committee's Minute

Assigned Deferred

George Hurdock & B. G. Oxford
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Lloyd's Register
 Foundation

615182-0137

Has a Survey also been held on Ship?
 If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

B.L. due 9.22 to be completed at Belfast.
In a few days surveys to be advised
how shaft examined propeller renewed
small repairs to main Boiler

It is submitted that this
vessel WILL BE eligible for
the record.

B.L. 28 when all
Safety valves have been
adjusted under steam
2/10/28

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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