No. 53921

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

(Received at London Office MON. 12 DEC 1892)

Date of writing Report Dec. 9th 1892 When handed in at Local Office 18 Port of London

No. in Reg. Book. 85 Survey held at London Date, First Survey Dec. 5th Last Survey ✓ 1892 (No. of Visits one)

on the Machinery of the ~~Wood~~, Iron ~~or Steel~~ S.S. "HARLOW" Master A. Hendy

Tonnage { Gross 828 / Net 533 } Vessel built at R. Shields By whom S. & W. Smith When 1865. 5 (YEAR. MONTH.)

Registered Horse Power 107 Engines ~~made~~ compd. at Newcastle When 1890 Boilers, when made (Main) 1890 (Donkey) ✓

No. of Main Boilers ✓ Owners Mess. J. & C. Harrison Port London Voyage ✓

Steam Pressure— in Main Boilers 80 lbs. in Donkey Boiler ✓ If Surveyed Afloat or in Dry Dock Dry Dock (Union (State name of Dock.)

Last Survey No. Port

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 now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 90A- 5.92		✠ N.B. 5.90 L.M.C. 5.90
S.S. hve. hv. 3.6.90		

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

Particulars of Examination and Repairs (if any) Condition

(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?

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

not opened out

Vessel placed in Dry Dock:- Examined pattern of Sea connections, also Propeller and found same in good condition.

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 9,92, B.&M.S. 9,92 or ✠L.M.C. 9,92, as the case may be.)

As far as seen this vessel appears eligible in our opinion, to remain as classed

	£	:	:
Office or Registration Fee (per Sec. 27)			
Survey Fee (per Section 28)			
Special Damage Fee (per Section 28)			
Travelling Expenses (if chargeable)			

Fees applied for 18

Received by me, ... 18

Henri Wilkinson

Geo. E. Wilkinson

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

*State if Certificate is required

Committee's Minute TUES. 13 DEC 1892

Assigned As now

Stamp is also now sent on the Ship or if an Anchor, and when, one will be sent.

*Certificate to be sent to

16—LRPH—Form No. 9—Transfer Ink—5,000, 7/9/92.

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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.

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

W.A.
12-12-92

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.