

No. 56997

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

TUES. 8 OCT 1895

(Received at London Office)

Date of writing Report 5 Oct 1895 When handed in at Local Office 7-10-1895 Port of London.

No. in Reg. Book. Survey held at London.

Date, First Survey 11 Sept Last Survey 4 Dec 1894

on the Machinery of the Wood, Iron or Steel S.S. Harling

Master J. S. Harling

Tonnage Gross 804 Net 671

Vessel built at Newcastle By whom Palmer &amp; Co. When 1887.6

Registered Horse Power 178

Engines made at When 87 Boilers, when made (Main) 87 (Donkey) 87

No. of Main Boilers 1

Owners Gen. Sir J. J. Co Port London. Voyage Baltic

No. of Donkey Boilers 1

Steam Pressure 152 lb

If Surveyed Afloat or in Dry Dock Afloat on 11 Sept

in Main Boilers 152 lb

(State name of Dock.) Green Dry Dock

Last Survey No. Port

Particulars of Examination and Repairs (if any) S.S. 102

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 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?

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

Now done for S.S. 102: Cylinders, Pistons, Slide Valves, all examined and found satisfactory. Crank, Thrust and Tunnel Shafts examined and found satisfactory. Tail Shaft drawn in & examined and found good. Propeller, Stem-bush and Sea Connection, in satisfactory condition. Condenser examined and with Bilge Injection and Pumping Connections found good. Main Boiler examined all Main Tubes now renewed and the lower portion of back plating of Port End. Cornish Chamber and Stays in way of same renewed after repair. This Boiler tested 172.5 lb by water pressure found satisfactory. Safety Valves examined and adjusted as above. Donkey Boiler examined. Two small patches knocked out on lower part of Firebox Holding after repairs the Donkey Boiler tested by water pressure to 75 lb per square inch. This Boiler tried under Steam and Safety Valves adjusted as above.

## General Observations, Opinion, and Recommendation:—

(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. 4,94, B.&M.S. 4,94 or L.M.C. 4,94, 120 lb., F.D., &c.)

The machinery of this vessel is now in good working condition and in my opinion, eligible to remain as classed with fresh record of L.M.C. 9.95.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 10.10.1895  
Survey Fee (per Section 28) £ 4. : :  
Special Damage Fee (per Section 28) less 10% £ 0 : 8 : 0  
Travelling Expenses (if chargeable) £ 3 : 12 : :  
Received by me, 19/10/95

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

State if Certificate is required

Committee's Minute

FRI. 11 OCT 1895

Assigned

+ L.M.C. 10.95



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LON 706-0437



Slight repairs to main & donkey  
boilers owing to wear & tear

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 for  
THE RECORD + L.M.C. 10.95

*W.S.*

10.10.95.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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