

No. 57022

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

(Received at London Office)

MON. 14 OCT 1895

Date of writing Report 11<sup>th</sup> Oct 1895 When handed in at Local Office 12<sup>th</sup> Oct 1895 Port of London  
No. in Reg. Book. 77 Survey held at London Date, First Survey 21<sup>st</sup> Sept Last Survey 7<sup>th</sup> Oct 1895  
on the Machinery of the Wood, Iron or Steel T. S. Harrigan Master J. E. Reber  
Tonnage { Gross 4389 Net 2748 Vessel built at Sunderland By whom J. S. Rees When 1873 8  
Registered Horse Power 552 Engines made at Mine When 73 Boilers, when made (Main) 73 (Donkey) 73  
No. of Main Boilers 3 Owners H. Lund Port London Voyage Adelaide  
No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 200 If Surveyed Afloat or in Dry Dock Afloat in Dock  
in Donkey Boilers 174 (State name of Dock.) Main Dry Dock

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 not more expired.	Machinery and Boiler Surveys (Including date of N.B., if any).

Last Survey No. Port

Particulars of Examination and Repairs (if any) While in Dry Dock 1100H, 4 95 1200H, 8 93

(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?

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

Goodnote: Propeller shaft drawn in and examined. Same found  
flawed in way of the fore end of the after keeve.  
A new Propeller shaft has now been fitted in place. Marks on  
same J. H. H. Lloyd's No 4906 B.  
The Propeller stem-bush and all outside fittings of the  
Sea Connections examined and found in good condition.

Please See Copy of Damage Report.

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. 4.04, B.&M.S. 4.04 or S.L.M.C. 4.04, 140 lb., F.D., &c.)

The Machinery of this vessel is in good condition and in my  
opinion, repairs remain as claimed, without fresh record.

Office or Registration Fee (per Sec. 27) £ : :  
Survey Fee (per Section 28) £ : :  
Special Damage Fee (per Section 28) £ 1 : 1  
Travelling Expenses (if chargeable) £ : :

Fees applied for

8/10/1895

Received by me,

4/10/1895

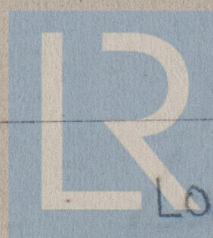
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required

TUES. 22 OCT 1895

Committee's Minute

Assigned As now



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LON707-0003  
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On account of damage, a new  
propeller shaft has now been  
fitted

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  
remain AS CLASSED

R. L.  
18/10/95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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