

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

(Received at London Office) MON, MAR 2 1896

Date of writing Report 29 Feb 1896 When handed in at Local Office 2nd March 1896 Port of London

No. in Reg. Book. 77 Survey held at London Date First Survey 25 Feb Last Survey 26 Feb 1896

on the Machinery of the Wood, Iron or Steel S. T. Harrigal Master Albery

Tonnage { Gross 4387 Net 2778 Vessel built at Netherland By whom Netherland S. M. Co. When 1893 YEAR. MONTH.

Registered Horse Power 552 Engines made at " When '93 Boilers, when made (Main) '93 (Donkey) '93

No. of Main Boilers 3 Owners R. Lund Port London Voyage Australia

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock In West India Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure 100 lb in Main Boilers 100 lb in Donkey Boilers 80 lb

Last Survey No. " Port "

Particulars of Examination and Repairs (if any) 100 lb 10' 95' + LMC 8' 93'

(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.)

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 Boilers?

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?

Boilers not under survey complete

Have done: Propeller stern-bush and all outside fastenings of Sea Connections examined and found satisfactory.

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. 1,94, B.&M.S. 1,94 or L.M.C. 1,94, 140 lb., F.D., &c.)

The machinery of this vessel so far as has been examined, is in good condition and in my opinion eligible to remain as classed, without fresh record.

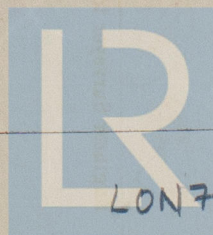
Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28).....	£	:	:	18
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	Received by me,
				18

*State if Certificate is required.

Committee's Minute FRI, MAR 6 1896

Assigned As now

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



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LON 708-0151

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

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.

End.
3.3.90

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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