

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

(Received at London Office)

Date of writing Report 27 April 1896 When handed in at Local Office 20 April 1896 Port of LONDON

No. in Reg. Book. 102 Survey held at LONDON Date, First Survey 18 March Last Survey 25 April 1896

on the Machinery of the Wood, Iron and Steel S.S. Harlow Master Fryer

Tonnage { Gross 828 Net 523 Vessel built at N Shields By whom J. W. Smith When 1868

Registered Horse Power 125 Engines made at N. Castle When 68 Boilers, when made (Main) 90 (Donkey) 90

No. of Main Boilers 1 Owners S. H. Pearson Port LONDON Voyage Swansea

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

Steam Pressure in Main Boilers 15 lb in Donkey Boilers 15 lb

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).
<u>1. S. No. 13. 6. 90</u>		<u>Luce 12. 93</u>
<u>1. S. No. 11. 94</u>		<u>+ N.B. 5. 90</u>

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage

(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? yes.

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

Boilers not examined.

Now done in account of Damage by the H.P. Connecting Rod bottom end bolts breaking while engines working full thrust on 13th March. Loss during voyage seaward to London. Cylinders, Pistons, Slide Valves, Gumps and all main shafting including the Tail Shaft examined. The following repairs for damage have done: - Lined Connecting Rod top & bottom end bolts fitted to H.P. engines. Crank & Tail Shaft examined and tried in lathe & re-fitted. A new stern-bush fitted H.P. cylinder re-bored and a new Piston & cover fitted H.P. Piston Rod fairlead in shop. One new bottom end brass and a new cover fitted to Pump Lever Indicators. One main coupling Bolt renewed. H.P. Cylinder Slide Face repaired. Ballast Donkey Engine repaired. As ordinary repairs: - A new door fitted to forward end of Condenser.

Propeller and Sea Connections in Satisfactory Condition.

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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb. F.D., &c.)

The machinery of this vessel 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 <u>29. 4. 18 96</u>
Survey Fee (per Section 28).....	£ : :	
Special Damage Fee (per Section 28).....	£ 3 : 3	Received by me, <u>9/6/96</u>
Travelling Expenses (if chargeable).....	£ 0 : 6	
	2 : 17/-	

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

*State if Certificate is required.

Committee's Minute FRI. MAY 1 1896

Assigned as now.



If so, is the Report sent now, or when will it be sent?

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

2014-04/2003-Train of Ins.

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

Moderate repairs to engines owing
to damage.

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 CLASSED.

A.S.

30.4.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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