

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

(Received at London Office

FRI. MAY 8 1896

Date of writing Report 7th May 1896 When handed in at Local Office 7th May 1896 Port of London
No. in Reg. Book. Survey held at London Date, First Survey 4th May Last Survey 5th May 1896
961 on the Machinery of the Wood, Iron or Steel S. S. "Harling" Master Dyer
Tonnage { Gross 504 Vessel built at Newcastle By whom Palmer & Co. Ltd When 1887 6
Net 454 Engines made at " When '87 Boilers, when made (Main) '87 (Donkey) '87
Registered Horse Power 128 Owners Gen. H. M. M. & Co Port London Voyage Tramway
No. of Main Boilers 1 If Surveyed Afloat or in Dry Dock In Canal Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
No. of Donkey Boilers 1
Steam Pressure—
in Main Boilers 150 lb.
in Donkey Boilers 50

Last Survey No. " Port "
Particulars of Examination and Repairs (if any) While in Dry Dock 100 lb. 10.95 150 lb. 10.95
S. S. "Harling" 95
(Periodical Surveys, when held, must be reported in detail and verbatim 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
Propeller Stern-bush and outside fastenings of
Sea connections examined and found 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 so far as was seen, 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)..... £ : :	Received by me,
Travelling Expenses (if chargeable)..... £ : :	18

State if Certificate is required.....
Committee's Minute As now.
Assigned

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

FRI. MAY 22 1896

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

Ind.
19-5-96

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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