

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

(Received at London Office)

Date of writing Report *3<sup>rd</sup> Dec 1896* When handed in at Local Office *3<sup>rd</sup> Dec 1896* Port of *London*  
 No. in Reg. Book. *116* Survey held at *London* Date, First Survey *27<sup>th</sup> Nov 1896* Last Survey *27<sup>th</sup> Nov 1896*  
 on the Machinery of the *Wood, Iron or Steel* *T. S. Harlow* Master *Forrest*  
 Tonnage { Gross *828* Vessel built at *St. Shields* By whom *F. W. Smith* When *185-*  
 Net *523* Engines made at *N. Gle* When *68* Boilers, when made (Main) *90* (Donkey) *90*  
 Registered Horse Power *20* Owners *H. Pearson* Port *London* Voyage *Bristol Channel*  
 No. of Main Boilers *1* If Surveyed Afloat or in Dry Dock *Afloat near D. Newham*  
 Steam Pressure in Main Boilers *15 lb* (State name of Dock.)  
 in Donkey Boilers *15 lb*

Last Survey No. *58196* Port *Lon.*Particulars of Examination and Repairs (if any) *Corruption of B.S.*

(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 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: - Main and Donkey Boilers tried under steam and their 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. 995, B.&M.S. 995 or L.M.C. 995, 140 lb. F.D., &c.)

*The Machinery of this vessel so far as was examined is in good condition and in my opinion eligible to remain as classed and this survey being now completed, the fresh record of B.S. 1096 assigned.*

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

Assigned

TUES 8 DEC 1896

B.S. 1096

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



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LON711 - 0091



*It is submitted that  
this vessel is eligible for  
THE RECORD.*

*B.S. 10.96*

*R. B.*

*4/12/96*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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