

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

(Received at London Office)

TUES MAR 2 1897

Date of writing Report 1st March 1897 When handed in at Local Office 1st March 1897 Port of London
No. in 60 Survey held at London Date, First Survey 23rd Feb 1897 and Last Survey 23rd Feb 1897
on the Machinery of the Wood, Iron or Steel S.S. Harring Master J. G. G. G.
Tonnage { Gross 5078 Net 3179 Vessel built at Sweden By whom S. & S. B. Co. When 1896 YEAR. MONTH.
Registered Horse Power 516 Engines made at London When 1896 Boilers, when made (Main) 1896 (Donkey) 1896
No. of Main Boilers 3 Owners W. Smith Port London Voyage London to S. America
No. of Donkey Boilers 2 If Surveyed Afloat or in Dry Dock In Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure 90 lb. in Main Boilers 100 lb. in Donkey Boilers 100 lb.

Last Survey No. 100 A 1. 9. 16. Port London
Particulars of Examination and Repairs (if any) In Dry Dock + 100 A 1. 9. 16. + 100 C 9. 16.

(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?

Complete.
How done: Propeller Stern-bush and all outside fastenings of Sea connections now 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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 140 lb. F.P., &c.)

The Machinery of this Vessel is in good condition and, in my opinion, eligible to remain as and without fresh records.

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

If Certificate is required

Committee's Minute FRI. MAR 5 1897

igned As now

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

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

[Signature]

4.3.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation