

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

(Received at London Office)

WED. 17 NOV 1897

Date of writing Report 16th Nov 1897 When handed in at Local Office 16th Nov 1897 Port of London

No. in Reg. Book 124 Survey held at London Date, First Survey 12th Nov 1897 Last Survey 13th Nov 1897
(No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S. J. Harrington Master Harley

Tonnage { Gross 1032 Net 627 Vessel built at Sunderland By whom S. P. Austin & Co When 1895 Year MONTH

Registered Horse Power 138 Engines made at London When 95 Boilers, when made (Main) 95 (Donkey) 95

No. of Main Boilers 1 Owners G. F. Johnson Port London Voyage In. bar.

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

Steam Pressure in Main Boilers 160 lb in Donkey Boilers 90

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) In Dry Dock + 100 At. 8 '97. + 1. u. c. 5 '95

(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 date 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.

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? Do.

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? not under survey 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 spare propeller shaft fitted, state whether new? _____

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/16"

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Complete

Now done! Propeller Stern-bush and its outside fastenings of the Sea connections examined. Tail shaft drawn in and examined and now found in satisfactory condition. Repairs now done! New lining fitted in Stern-bush and a new bush fitted to Stern gland.

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. 0,95, B. & F.S. 0,95 or L.M.C. 0,95, 140 lb., F.D., &c.)

The machinery of this vessel so far as now seen, is in good order and in my opinion eligible to remain as classified, without fresh record.

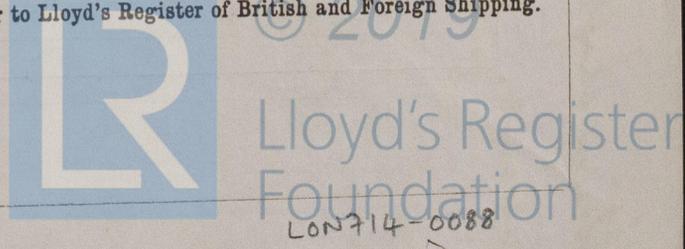
	Fees applied for
Office or Registration Fee (per Sec. 27)	£ : : 18
Survey Fee (per Section 28)	£ : : 18
Special Damage Fee (per Section 28)	£ : : 18
Travelling Expenses (if chargeable)	£ : : 18

Received by me, D. Ritchie
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____

Committee's Minute FRI. 19 NOV 1897

Assigned as now



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

*Certificate to be sent to

new shaft examined stem bush
ulined.

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.

FL
18/11/97

Vertical lined area for surveyors' notes.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation

Vertical text on the right edge, possibly bleed-through or a separate column of notes.