

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

(Received at London Office)

FRI. 30 DEC 1898

Date of writing Report *29 Dec 1898* When handed in at Local Office *29 Dec 1898* Port of *London*
 No. in Reg. Book. *133* Survey held at *London* Date, First Survey *22 Dec 1898* Last Survey *28 Dec 1898*
 on the Machinery of the *Wood, Iron or Steel* *S. S. Harlington* Master *Hardy*
 Tonnage { Gross *1632* Net *637* Vessel built at *Underland* By whom *A. P. Austin & Sons* When *1895*
 Registered Horse Power *138* Engines made at *G. T. Johnson* When *95* Boilers, when made (Main) *95* (Donkey) *95*
 No. of Main Boilers *1* Owners *G. T. Johnson* Port *London* Voyage *Underland*
 No. of Donkey 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).
 Steam Pressure in Main Boilers *164 lb* in Donkey Boilers *90 lb*

Last Survey No. *Port L. M. C. +100 A1. 11.99.* *L. M. C. 5.95.*
 Particulars of Examination and Repairs (if any) *Port L. M. C. +100 A1. 11.99.* *L. M. C. 5.95.*

(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?

To 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 under steam?

Has the propeller shaft been drawn and examined at this time? *yes.* If spare propeller shaft fitted, state whether new? *yes. New.*

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *new wood.*

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

all Machinery to be seen except-docting. To be completed in London in May, 1899. Now done: The Propeller Stern-bush and all the Sea Connections examined. Found the Propeller not fitting well to Tail Shaft, also the Stern-bush worn down, all Sea connections found good. Repairs: A new Tail Shaft and new Propeller and new lining in Stern-bush fitted.

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. 997, B.&M.S. 997 or L.M.C. 997, &c.)

The Machinery of this vessel so far as has been seen is in good order and in my opinion is eligible to remain as classed but the fresh record of L.M.C. it is recommended should be deferred until this Survey is completed.

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

State if Certificate is required

Committee's Minute

TUES. 3 JAN 1899

TUES. 9 MAY 1899

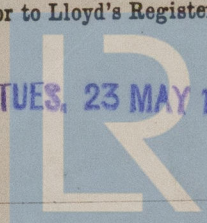
TUES. 23 MAY 1899

TUES. 13 JUN 1899

Assigned

as now

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



Lloyd's Register Foundation

CON 717-0199

^{found}
Screw shaft, not a good fit in propeller.

A new Screw Shaft and propeller

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.

now fitted

Stern bush relined.

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

The above to be counted
as part S.S. due 5. 99.

to be completed in
London in May 99.

A.C.H.

2.1.99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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