Rpt. 9.

No. 61221.

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

(Received at London Office TUES. 11 JUL 1899)

Date of writing Report 10th July 1899 When handed in at Local Office 10th July 1899 Port of London

No. in Reg. Book. 143 Survey held at London Date, First Survey 29th June Last Survey 29th June 1899 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. Harlington Master Hand

Tonnage { Gross 1032 / Net 627 } Registered Horse Power 138

No. of Main Boilers 1

No. of Donkey Boilers 1

Steam Pressure— in Main Boilers 160 lbs. in Donkey Boilers 90

Vessel built at Sunderland By whom T. P. Austin & Sons When 1895-5

Engines made at When 95 Boilers, when made (Main) 95 (Donkey) 95

Owners G. F. Johnson Port London Voyage Sunderland

If Surveyed Afloat or in Dry Dock In Canal Dry Dock (State name of Dock.)

Last Survey No. Port

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned (Period expired).	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1 5-99		+L.M.C. 5-99

Particulars of Examination and Repairs (if any) Docking.

(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? Not under Survey.

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? No. If spare propeller shaft fitted, state whether new? —

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 3/16

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

How done:— Propeller stern-bush & outside fastenings of the sea connections examined and found in good order.

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.

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. 9,97, B.&M.S. 9,97 or ✠L.M.C. 9,97, 140 B., F.D., &c.)

The Machinery of this vessel so far as now seen, is in good condition and, in my opinion, eligible to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27) £ : :

Survey Fee (per Section 28) £ : :

Special Damage Fee (per Section 28) £ : :

Travelling Expenses (if chargeable) £ : :

Fees applied for ____ 18

Received by me, ____ 18

*State if Certificate is required

D. Ritchie

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

*Certificate to be sent to

Committee's Minute FRI. 14 JUL 1899

Assigned As now

Lo 118-0488

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 to cause it to show through to the other side.

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

fmBa
7/11/99

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.