

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office)

FEB 12 1941

Date of writing Report 19... When handed in at Local Office 8: 2: 1941 Port of Glasgow

No. in Reg. Book. Survey held at Glasgow. Date. First Survey and Last Survey 2nd Feb. 1941
75521 on the Machinery of the Wood, Iron or Steel Sc. "Harleiden" (No. of Visits 1)

Tonnage { Gross 5483 Net 3219 Vessel built at Newcastle By whom Hawthorn Leslie & Co. Ltd When 1932-7
Engines made at do By whom N.E. Marine Eng. Co. Ltd When 1932
Nominal Horse Power 482 Boilers, when made (Main) 1932 (aux) 1932
No. of Main Boilers 2 S.B. Owners J. & C. Harrison Ltd Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers One Managers Steam Pressure in Main Boilers 220 lb. If Surveyed Afloat or in Dry Dock Yes (State name of Dock.) Goods No. 2. S-S.
in Donkey Boilers 220 lb. Voyage

Last Report No. Port

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.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

If this was not done, state for what reasons B.S. not due.

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?

State latest date of internal examination of each boiler. Present condition of funnels good.

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?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 5/32

Engine parts, when referred to by numbers, should be counted from foreard. Is electric light and/or power fitted Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

Now done Vessel placed in dry dock propellers after end of stern tube, and outside fastenings of under water sea connections examined and found good.

Feb 12/41

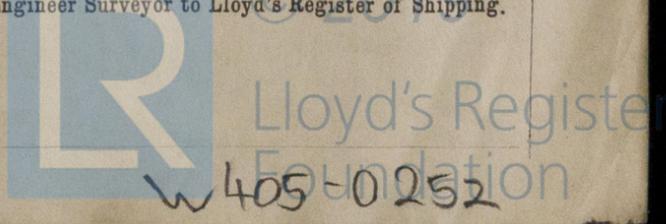
General Observations, Opinion, and Recommendation:— The machinery of this vessel (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, S.S. 9,11, S.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 110 lb., F.D., &c.) so far as now seen is in a safe working condition and eligible in my opinion to remain as classed without fresh record of survey.

Survey Fee (per Section 29) £ : ✓ : Fees applied for 19
Special Damage or Repair Fee (if any) (per Section 29.) £ : ✓ :
Travelling expenses (if chargeable) £ : ✓ : Received by me, 19

G. E. Murdoch
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 11 FEB 1941

Assigned As now



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

Noted

No 2 due 740

Year of grace approved

19/1/61

to purchase of 1000 shares of the company in 1871
for the purpose of providing a fund for the purchase of
the shares of the company in 1871

approved

19/1/61

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