

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

(Received at London Office TUE 27 JUN 1916)

Date of writing Report *June 9<sup>th</sup> 1916* When handed in at Local Office *June 9<sup>th</sup> 1916* Port of *New York*

No. in Reg. Book *274* Survey held at *Brooklyn* Date, First Survey *June 9<sup>th</sup> 1916* Last Survey *8<sup>th</sup> June 1916*

Machinery of the *Wood, Iron or Steel* *S/S Harpagus* Master *Pope*

Tonnage { Gross *5000* Vessel built at *W. Hartlepool* By whom *W. Gray & Co Ltd* When *1910-6*  
 Net *3672* Engines made at *W. Hartlepool* By whom *Central War Eng Works* When *1910-6*

Registered Horse Power *574* Boilers, when made (Main) *1910* (Donkey) *1910* Voyage *Marseilles*

No. of Main Boilers *3* Owners *J.C. Darnley Ltd* Port *London* If Surveyed *Afloat or in Dry Dock* *Erie Basin* (State name of Dock.)

No. of Donkey Boilers *1* Steam Pressure in Main Boilers *100* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers *10*

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

## Particulars of Examination and Repairs (if any) *Docking*

Medical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

CHARACTER	Year and Month of last Survey and of Periodical Surveys.	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> 100.A.I.S.-16.	<i>8<sup>th</sup> June 1916</i>	<i>L.M.G.</i>
<i>S.S. 100-1-14.</i>		<i>B-14</i>
		<i>T.S. 5-15.</i>
		<i>B.S. 5-16.</i>

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.*

Was a survey not done, state for what reasons? *Survey dated recently held & completed at Marseilles. (posted 18<sup>th</sup> 5.16)*

What parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

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?

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

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

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

Has the screw shaft now been drawn and examined? *Yes.* Is it fitted with continuous liner? *Yes.* or two liners?  or is it without liners?

Has the shaft now been changed? *No.* If so, state reasons \_\_\_\_\_

Has the shaft now fitted new? *No.* Has it a continuous liner?  or two liners?  or is it without liners?

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *1/16" full.*

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

*The Propeller shaft drawn & examined - condition good. Continuous liner good. Stern bush & propeller good. The fastenings of the Sea connections examined & found in good order.*

## General Observations, Opinion, and Recommendation:—

*The Machinery of this vessel as far as is now in good order. Eligible in my opinion to remain as classed and to have fresh cord of Survey propeller shaft seen 6-16 in the Register Book*

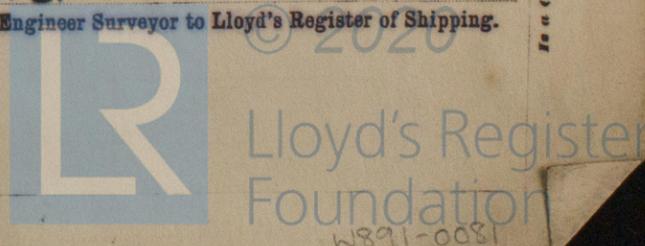
Fee (per Section 29) *\$10.00*  
Special Damage or Repair Fee (if any) \_\_\_\_\_  
Selling Expenses (if chargeable) \_\_\_\_\_

Fees applied for *10.6.1916*  
Received by me, *P. Hudson*  
19 \_\_\_\_\_

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI JUN. 30. 1916*

Assigned *As now*



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

Is a Certificate required? If so, to be sent to \_\_\_\_\_

Screw shaft examined.

It is submitted that this vessel is eligible to remain as O.L.S.S.V.D.

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

56.16.

JWD  
28/6/16

*Handwritten signature*

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*Vertical handwritten notes in the center margin.*

*Vertical handwritten notes on the right margin, including "The screw shaft was examined..."*

*Main body of handwritten text, including "The screw shaft was examined..."*

*Vertical handwritten notes on the far right margin, including "The screw shaft was examined..."*

*Vertical handwritten notes on the extreme right margin.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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