

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

(Received at London Office 26 JAN 1915)

Writing Report Jan 25<sup>th</sup> 1915 When handed in at Local Office 26 JAN 1915 Port of London

Survey held at London Date, First Survey Jan 14 Last Survey Jan 18 1915

42 on the Machinery of the Wood, Iron or Steel "Harlington" ex "Figulina" Master W. B. Potts

Gross 1034 Net 560 Vessel built at Sunderland By whom Osbourne Graham & Co. When 1913. 11.

Engines made at South Shields By whom G. T. Gray When 1913

Boilers, when made (Main) 1913 (Donkey) Owners P. & O. S. S. Co. Port London Voyage North Sea for coals

Donkey Boilers Pressure Main Boilers 180 If Surveyed Afloat or in Dry Dock Canal Dry Dock

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

CHARACTER. of Special Survey. Date of last Survey and of Periodical Surveys.	Year Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+ 100 A1	11, 13	+ L M S
		11, 13

Particulars of Examination and Repairs (if any) Docking

Special Surveys, when held, must be reported in detail and serially 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.

Was a damage report made by anyone else? If so, by whom? No

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

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? No, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? No, and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? No, 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? No or is it without liners? No

Has the shaft now been changed? No If so, state reasons. Has it a continuous liner? No or two liners? No or is it without liners? No

What is the distance between lignum vitae of stern bush and top of after bearing of screw shaft? New wood bottom half.

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

The vessel has been placed in dry dock & the tail shaft, stern tube, propeller & sea connections examined.

This vessel has been purchased by the P. & O. S. S. Co.

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, B.S. 9, 11, E. & M.S. 9, 11, or L.M. 4, 9, 11 140 lb., F.D., &c.)

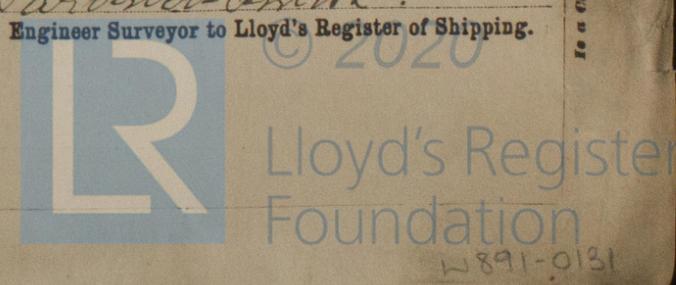
As far as seen is in good order, eligible in my opinion to remain as classed & to have record "tail shaft" last seen 1, 15.

Survey Fee (per Section 25)..... £	Fees applied for
Special Damage or Repair Fee (if any) (per Section 26.)..... £	
Printing Expenses (if chargeable)..... £	
	19
	Received by me,
	19

H Gardner-Smith, Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. JAN. 29. 1915

Signed As per



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

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

*Screw Staff Manned.*

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

S 1.15

*S.P.*

*26.1.15*

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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