

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

(Received at London Office)

REC'D NEW YORK March 20-1918

Writing Report March 18, 18 When handed in at Local Office March 18, 18 Port of Newport News Va  
Survey held at Newport News Va Date, First Survey March 16 Last Survey March 16, 1918

on the Machinery of the Wood, Iron or Steel SS "HAREWOOD" Master J. Ryan  
Gross 4150 Vessel built at Sunderland By whom J. Thompson & Sons When 1913-14  
Net 2570 Engines made at do By whom J. Thompson & Sons When 1913  
Main Boilers 2 Boilers, when made (Main) 1913 (Donkey) 1913  
Donkey Boilers 1 Owners Century Shipping Co Port London Voyage New York  
Boilers 180 Surveyed Afloat or in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Key Boilers 90

Report No. \_\_\_\_\_ Port \_\_\_\_\_  
Particulars of Examination and Repairs (if any) Condition

General Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on machinery, if any, and, in detail, the nature and extent of examinations and subsequent repairs due to other causes; and of damage (the cause of which must be stated) should be separated from repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In large 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?   
" Donkey " " " "

Were any parts of the Boilers not done, state for what reasons? \_\_\_\_\_  
Were any parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Were any 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 a new shaft now been drawn and examined? no Is it fitted with continuous liner? \_\_\_\_\_ or two liners? \_\_\_\_\_ or is it without liners? \_\_\_\_\_  
Has a shaft now been changed? no If so, state reasons \_\_\_\_\_

Has a shaft now fitted new? \_\_\_\_\_ 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? 3 1/2 f.

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

Propeller and Sea fastenings examined and found in good condition

Notification of B.S. and S.S. not was given and it was stated that the Admiralty would not consent to these surveys at present, due to service conditions

General Observations, Opinion, and Recommendation:— The machinery is

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, B.&H.S. 9, 11, or S.L.M.C. 9, 11, 14, 15, F.D., &c.) eligible, in my opinion, to remain as classed without fresh record of survey

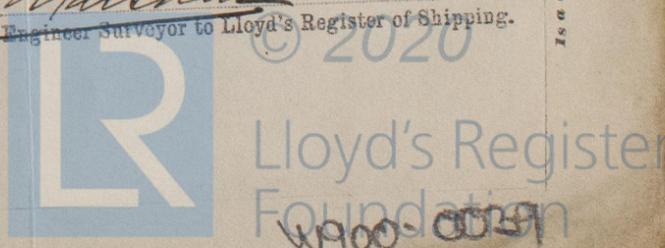
where tested and Superintendent. \_\_\_\_\_

Fee (per Section 28)	£	Fees applied for	19
Damage or Repair Fee (if any) (per Section 28)	£	Received by me,	19
Printing Expenses (if chargeable)	£		

John H. Marsden  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York MAR 26 1918

Signed Deferred



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

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

Government Service  
L.S. No 1 due 4.14.

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**.

T.P.  
18.4.18

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



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Foundation