

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

47428

No. *176* on the Machinery of the *S. S. "Hawthorns."* (Received at London Office, Date of Writing Report *June 14* 188*7*)
 No. in Reg. Book. *176* Survey held at *London* Date, first Survey *June 14* Last Survey *June 23* 188*7*
 If Surveyed Afloat or in Dry Dock *Union* (State name of Dock.) Vessel built at *Newcastle* in 18*61* Engines *made in 1873*
 No. of Main Boilers *2* Made in 18*73* Donkey Boiler *made in 18* Working Pressure, Main Boilers *75* lbs.;
 Working Pressure, Donkey Boiler *✓* lbs.; Owners *J. Fenwick & Son* Port *London*
 Last Survey No. *no* Port *no* Class of Vessel and Machinery *A1* (As in Register Book.)

Particulars of Repairs and Examination *In annual survey* *M.S. 1.85 B.S. 2.86.*
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? *no*

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?

Vessel placed in dry dock sea connections examined & found to be in good condition, the propeller & its fastenings sound & the tail shaft a good entering fit in stern bush. Main boilers examined, some stays have now been renewed in combustion chambers & doubling plates fitted at furnace sides where thin, at back of bridge. Boilers tested with hydraulic pressure to 112 lbs & found to be tight. Safety valves in good condition & loaded with a live weight to 75 lbs.

General Observations, Opinion, and Recommendation:— *The boiler being now in good & safe working condition renders the vessel eligible in my opinion to remain as classed than the notification B.S. 6.87 recorded, provided that the boilers are again examined within 12 mths. as per rule.*
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

Office or Registration Fee (per Sec. 27) £ : : Fees applied for
 Survey Fee (per Section 28) £ *2: 2: 1/4* 188
 Special Damage, Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : : received by me, 20.7.1887
 Travelling Expenses (if chargeable) £ : :

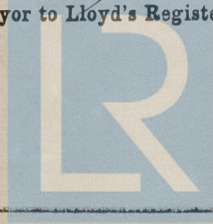
Geo. E. Mureison
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Friday, 15th July, 1887.

Committee's Minute

Assigned

B. S. 6.87



Lloyd's Register
 Foundation

LON 680-0390

State if a Report is also sent on the Hull of the Ship

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

It is submitted that this vessel
is eligible to have the notification
B.S. 687 recorded the boilers
being subject to survey as
per rule.

W.F.
8/1/87



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