

REPORT of SURVEY for REPAIRS, &c.

No. *4590*

Port of *London*

Received in London Office,

THURS 15 SEPT 1887

No. in Reg. Book.

Survey held at *London*

Date, First Survey *24th Aug*

Last Survey *1st Sept.*

1887

168 on the *Iron Screw Steamer HAWK*

Master

YEAR.

MONTH.

TONNAGE:—

NET *348*

GROSS *648*

UNDER DECK *498*

Built at *Bundee*

By whom *Courlay Bros*

When *1876*

2

Owners *General Steam Navigation Co*

Port belonging to *London*

Owner's Address

(if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock *dry dock* Name of Dock *E. S. W. Co*

Destined Voyage

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: Moulded Depth

ft.

ins.

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No. *4590* Port *London*

Classed

S.S. No. 2 Lm. 84

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4.87

(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.)

Society's Freeboard (if assigned)

in Summer

ft.

ins.

as painted on Ship

in Winter

ft.

ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Condition

This Vessel has been examined in the General Steam Navigation Co. dry dock.

The bottom found in good order has been cleaned & coated. The tie plate alongside the boiler casing on the starboard side was found to be very much wasted and has now been partly renewed, but a more complete repair will be made on the occasion of the next special survey, when the deck over the corresponding tie plate on the port side should be removed and the tie plate examined.

The Chain cables have been ranged and 210 fathoms found complete and in good order.

PRESENT CONDITION OF THE

Decks <i>Good</i>	Plank (Bottom) & Counter <i>Good</i>	Ceiling <i>Good</i>	Boats <i>5</i> <i>Good</i>
Waterways	Trunnions or Rivets	Rudder	Masts, Yards, &c.
Comings	Breasthooks and Stemson	Windlass & Capstan	Condition, how ascertained <i>from deck</i>
Up'r Dk. Beams & Fastenings	Transoms, Pointers, & Crutches	Pumps	Sails <i>Good</i>
Low'r Dk. Beams & Fastenings	Timbers of Frame at the openings	Cement (if Iron Ship)	Anchors No. of <i>3B, 1S, 2K</i>
Planksheers	Ditto ditto at other places	Caulking of Bottom, D'k, & Watrways	Cables <i>Ranged 210 fms. good</i>
Sheerstrakes	Keelsons	Copper, or Y.M. (State if on Felt.)	Hawser & Warps <i>Good</i>
Topsides	Clamps & Shelves	When put on	Standing & Running Rigging
Wales			Hatches
Engine Room Skylights <i>Good</i>	Coal Bunker, Openings, Lids, &c. <i>Good</i>	Scuppers <i>Good</i>	Cargo & Main Hatchways <i>Good</i>

General Observations, Opinion as to Class, Recommendation, &c.:

The Vessel, so far as seen, is in a sound and efficient condition and eligible in my opinion to remain as classed.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£
Office Fee (if chargeable) per Scale II., Sec. 27...	£
Survey Fee (per Section 28)	£
Special on Damage, Fee (if any) (per Sec. 28)...	£
*Certificate (if required) to be sent as per margin	£
Travelling Expenses (if chargeable)	£
Second Surveyor's Fee (if any)	£

Fees received by me, *188*

Chas. H. Jordan
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned

FRIDAY 13 SEPT 1887

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