

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

(Received at London Office,)

No. \_\_\_\_\_ Date of Writing Report Aug 31<sup>st</sup> 1887 Port of London  
 No. in Survey held at London Date, first Survey Aug 26<sup>th</sup> Last Survey Aug 30<sup>th</sup> 1887  
 Reg. Book. \_\_\_\_\_ (No. of Visit. 3)

on the Machinery of the S.S. Hawk Tons, Net 348 Gross 648  
 If Surveyed Afloat or in Dry Dock Both Vessel built at Bunde in 1876 Engines made in 1876  
(State name of Dock.)

No. of Main Boilers Two Made in 1876 Donkey Boiler made in 1876 Working Pressure, Main Boilers 65 lbs.;  
 Working Pressure, Donkey Boiler 45 lbs.; Owners General Steam Nav Co Port London

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ Class of Vessel and Machinery 100 A1-4-87  
(As in Register Book.) L.M.C. 5-84 BS. 7-86

Particulars of Repairs and Examination Annual Survey  
(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? Yes

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? \_\_\_\_\_

Main & Donkey Boilers thoroughly examined & the following repairs executed  
 In Main Boiler - One new stay in combustion chamber back - A stiffening patch fitted round bottom of manhole at bottom of Port Boiler where fitted - Rivets put through furnace plates & strengthening patches over blisters in two centre furnaces.  
 A strengthening piece put round manhole on Donkey Boiler where corroded -  
 Main Furnaces drilled & found 1/2" thick -

Taking into consideration the age and general condition of these boilers, I am of opinion that 55 lbs is a quite sufficient pressure consistent with safety and I have therefore seen the Main Safety Valves float at this pressure under steam and recommend the substitution of 55 lbs for 65 lbs in the Register

General Observations, Opinion, and Recommendation:--  
(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.)

The Boilers & machinery of this vessel are now in my opinion in good & safe working condition for a pressure of 55 lbs per sq inch & eligible for the notification L.M.C. 5-84 - B.S. 9-87 - 55 lbs in the Register

Office or Registration Fee (per Sec. 27).....	£ : : 15/10	Fees applied for 188 received by me, 24/9/1887
Survey Fee (per Section 28) .....	£ 2 : 2 : 0	
Special Damage, Fee (per Section 28) .....	£ : : :	
*Certificate (if required) as per margin .....	£ : : :	
Travelling Expenses (if chargeable).....	£ : : :	

J. Johnstone Bowne  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRIDAY 13 SEPT 1887  
 Assigned B.S. 9, per on condition

*Submitted that this vessel is eligible to have L.M.C. 5-84 and B.S. 9-87 provided the boiler pressure is reduced from 65 to 55 lbs.*

Lloyd's Register Foundation

T. & S. Form No. 2 - Transfer made by Surveyor to be substituted in the space for Committee's Minute.

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

L02681-0099