

REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

THU 24 MAY 83

Date of Writing Report 23<sup>rd</sup> May 1888 Port of London

Survey held at London

Date, First Survey 9<sup>th</sup> May Last Survey 18<sup>th</sup> May 1888

(No. of Visits)

on the Iron Screw Steamer

HAWTHORNS.

Master J. Allen

YEAR.

MONTH.

TO NAME:-

Built at Newcastle

By whom Palmer Bros & Co

When 1861

8

NET 473

Owners J. Fenwick & Son

Port belonging to London

GROSS 752

Owner's Address

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

UNDER DK. 1699

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Limekiln

Destined Voyage Tyne

Length of Poop

ft.: of Forecastle

ft.: of Raised Or. Deck

ft.: Moulded Depth

ft.

ins.

(if these particulars are not yet recorded in the Register Book.)

Years assigned, if a Wood Ship.

Character in Register Book.

Classed

Last Survey, 18<sup>th</sup> May 1888 Port London S. L. No. 3 Lm. 78 S. L. No. 2 Lm. 85.

6.87

(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.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

S. L. No. 3 and Freeboard.

This vessel has been examined in the Limekiln Dry Dock. The bottom found in good order has been cleaned and painted, but the plating in H strake more particularly along the port side amidship was found to be badly indented, there have therefore been seven plates in this strake renewed and three made fair and replaced in the port side, and one renewed and two made fair and replaced in the starboard side. Several frames in way of the indentations have also been fairied and repaired. The rudder has been lifted and rebushed. The shell plating has been drilled for examination and found in a satisfactory condition as to thickness. All the ceiling has been removed from the holds and bunkers and the iron work oiled and coated with Black Varnish. The lower part of the plating to the bulkhead at after end of main hold has been renewed. Four reverse frames in the bunkers in the starboard side and three in the port side renewed, the extension of the main deck stringer in the bunkers and the angle iron and

PRESENT CONDITION OF THE

Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	3
Waterways	"	Treenails or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Gomings	"	Breasthooks and Stemson	"	Windlass & Capstan Examined	"	Condition, how ascertained	Examined
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	Good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchors	No. of 38, 15, 2K
Planksheers	"	Ditto ditto at other places	"	Caulking of Bottom, D'k, & Watrways	"	Cables	Ranget 240 fth. Good
Shearstrakes	"	Keelsons	"	Copper, or Y.M. (State if on Felt.)	"	Hawsers & Warps	"
Wales	"	Clamps & Shelves	"	When put on	"	Standing & Running Rigging	"

Engine Room Skylights Good Coal Bunker, Openings, Lids, &c. Good Scuppers Good Cargo & Main Hatchways Good Hatches

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

The vessel is now in a sound and efficient condition and eligible in our opinion to remain as classed and to have S. L. No. 3 recorded in the Register.

Entry Fee (if chargeable) per Scale I., Sec. 27...	£ 3	
Office Fee (if chargeable) per Scale II., Sec. 27...	£ :	
Survey Fee (per Section)	£ 5 : 5	
Special on Damage Fee (any) (per Sec. 28)...	£ :	
*Certificate (if required) to be sent as per margin	£ :	
Travelling Expenses (if chargeable)	£ :	
Second Surveyor's Fee (if any)	£ :	

Fees applied for,

11. 6 1888

Received by me,

12/6 1888

ago

Chas. H. Jordan

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

Committee's Minute TUE 29 MAY 83

Character assigned

13 Mch 5/88

SS No 3- 5/88

ROBERT LLOYD TAYLOR & SON, Commercial Steam Printers, 10, Old Street, Goswell Road, London.

Lloyd's Register

Record Freeboard

LON 683 - 0146



48444 Lon

brackets thereto renewed. Two of the engine bearings repaired. The water ballast tanks and bilges have been cleaned out, and the floor, framing and cement examined all fore and aft, the tanks girders riveted where required and the cement in bottoms made good where defective. All the floor, framing and bearings have been sealed and coated with cement wash. The tanks tested under pressure. All the linings have been removed from the Cabins and forecabin, and these parts together with the fore and after plates have been sealed and coated as required. The windlass has been stripped and examined. The masts & spars have been examined and the foremast renewed. The chain cables have been roused and examined, and 30 fathoms were found to be very much wasted and this quantity has now been replaced by new with Certificate of test of which the following are particulars, viz. -

No. of Cert. 7613<sup>B</sup> Tipton 3<sup>rd</sup> Oct. 1884. 30 fathoms 1 7/16 stud link chain Cable. Breaking strain 55 5/8 tons. Tensile strain 37 1/8 tons. Marks C LPH-T 4. 5. 84 B & T. Making <sup>VIDE</sup> Henry P. Parker & Co. (Sgd) Erastus R. Seitt. Supt.

The freeboard assigned by the Committee, viz. 3'-3" in winter, 3'-1" in summer and 2 1/2 ins. less in fresh water has now been marked upon the vessel.

Chas H. Jordan