

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

48444

Date of Writing Report *May 23rd 1888* Port of *London* (Received at London Office, *FRI 25 MAY 83*)
 Book. Survey held at *London* Date, first Survey *May 9th* Last Survey *May 13th 1888*
 on the Machinery of the *S. S. Hawthorns* Master *Allen* No. of Visits *4*
 Tonnage Gross *443* Net *452* Vessel built at *Newcastle* By whom *Palmer Bros & Co* When *1861* Boilers, when made (Main) *1873* Donkey) *1861*
 Registered Horse Power *95* Engines made at *Palmer's* When *1861* Owners *J. Fenwick & Son* Port *London* Voyage *Coast*
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *Dry dock* Class of Vessel & Machinery *A. 1. 6. 84*
 Steam Pressure in Main Boilers *75* (State name of Dock.) *M. 8. 1. 85*
 In Donkey Boiler *none* Last Survey No. *Port*

Particulars of Examination and Repairs (if any) *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?
This vessel being placed in dry dock
Examined sea connections & propeller fastenings & found them in good condition
Examined cylinders, pistons, steam chests, slides, stop valve, crank thrust & tunnel shafts also crank pins, air & circulating pumps & valves, feed & bilge pumps, also principal sea cocks, feed pump has had new chest valve & seat & feed pipes taken off tested & replaced, found everything in good condition
Examined main boiler inside & outside, also super heater & found middle seam in combustion chamber back bulged in & casting in all four furnaces, also one comb cham screwed stay wasted, recommended patches on all four comb cham backs & new & larger stays also new screwed stay, this has been satisfactorily executed
This ship has also had a new funnel furnished. Weighted lever safety valves were examined & found in good condition

General Observations, Opinion, and Recommendation:— *The machinery of this vessel is now in a good & efficient condition & eligible in my opinion to be marked B.M.S. 6-88 in the register book*
 (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)	£ 3 : 3	11. 6 188 8
Special Damage, Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	Received by me,
Travelling Expenses (if chargeable)	£ : :	12/6 188 8

Maurice Peterson
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUE 29 MAY 83*

Assigned

B & M S 5/88



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Lonb83-0147

It is submitted that this vessel
is eligible to have the
notification B 4m S 5.88
recorded.

DP
28/5/88

