

REPORT of SURVEY for REPAIRS, &c.

No. 164 Date of Writing Report 26 Dec 88 Port of London Received in London Office, WED 20 FEB 1889
 No. in Reg. Book. 164 Survey held at London Date, First Survey 26 Dec 88 Last Survey 19 Feb 1889
 on the S.S. Hawk Master By whom Ormlay Bros When 1876 2
 TONNAGE:— NET 348 GROSS 648 UNDER DECK 498 Built at Dundee Owners General Lm. Har. A. Port belonging to London

Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Deptford (G.S.R.A.) Destined Voyage 100 A1
 Length of Poop ft. of Forecastle ft. of Raised Or. Deck ft. Moulded Depth ft. ins. 5.80
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 48427 Port Lon Classed S.S. Lm. 403-5.80
 (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 Damage repair.
 This vessel having been in collision with the S.S. Recepta in the river Thames on the 8th December 1888 was sunk, afterwards raised & brought to Deptford, & placed in the G.S.R.A. Cr. dry dock there.

The ceiling in hold having been removed where necessary, & the temporary repair - for lifting her - having been cleared away, damage was seen where been received forward, on the port side, where plates were holed & crushed. The forward bulkhead of engine & boiler space was much set out of shape, & throughout, the vessel was in a very filthy state from the matter held in solution by the river in which the vessel had been sunk.

Repairs have now been done as follows viz On port side in fore-castle three plates have been renewed; & in the main body of the vessel, two sheer strake plates, & five plates in the strakes below have been renewed, and one faired & re-welded. Three butt straps to the above plates renewed.

One fore-castle strake plate renewed, & one faired; one main deck strake plate, & one lower deck strake plate renewed; & the funnel angle bar

PRESENT CONDITION OF THE		Boats	
Decks	<u>gnd</u>	Plank (Bottom) & Counter	<u>gnd</u>
Waterways	<u>"</u>	Unsound or Rivets	<u>"</u>
Comings	<u>"</u>	Breasthooks & Stemson	<u>"</u>
Up'r Dk. Beams & Fastenings	<u>"</u>	Transoms, Pointers, & Crutches	<u>"</u>
Low'r Dk. Beams & Fastenings	<u>"</u>	Timbers of Frame at the openings	<u>"</u>
Planksheers	<u>"</u>	Ditto ditto at other places	<u>"</u>
Sheerstrakes	<u>"</u>	Keelsons	<u>"</u>
Topsides	<u>"</u>	Clamps & Shelves	<u>"</u>
Tales	<u>"</u>	Ceiling	<u>gnd</u>
Engine Room Skylights	<u>gnd</u>	Rudder	<u>"</u>
Coal Bunker, Openings, Lids, &c.	<u>gnd</u>	Windlass & Capstan	<u>"</u>
General Observations, Opinion as to Class, Recommendation, &c.:		Pumps	<u>"</u>
		Cement (if Iron Ship)	<u>"</u>
		Caulking of Bot'm, D'k, & Wat'rways	<u>"</u>
		Copper, or V.M.	<u>"</u>
		(State if on Pelt.)	<u>"</u>
		When put on	<u>"</u>
		Boats	<u>Complete & gnd</u>
		Masts, Yards, &c.	<u>"</u>
		Condition, how ascertained	<u>from deck</u>
		Sails	<u>gnd</u>
		Anchors No. of	<u>3/15 2h</u>
		Cables	<u>Complete</u>
		Hawsers & Warps	<u>gnd</u>
		Standing & Running Rigging	<u>"</u>
		Hatches	<u>"</u>
		Scuppers	<u>gnd</u>
		Cargo & Main Hatchways	<u>gnd</u>

This vessel is in gnd condition, 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)	£	3	3
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 applied for, 21 2/3 1889
 Received by me, 21 2/3 1889

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

Committee's Minute 100A1
 Character assigned BSA 189

49195 Jan.

bar & shell lugs in way of same have been renewed. Seven frames & four reverse frames at this part, & portions of two forecable beams, & one beam knee have been renewed, & one beam faired in place. One main deck beam has had new end, & one short lower deck beam entirely renewed.

Portion of forecable deck & waterway, & portion of the main deck & waterway, have been renewed. rails & stanchions on forecable have been made good, & the fish davit, & clamping bar, thereto, repaired. On the lower deck, portion of the wood deck planks & waterway have been renewed.

Side centerline throughout the vessel overhauled, & made good. Steering gear, chylights, & sundry deck fittings, repaired & renewed - rails & guard stanchions all round the vessel ~~have~~ repaired. Brackets & brack davits repaired. Decks ~~have~~ been caulked where renewed, & at other places, recaulked.

The whole of the berthing, living, bulkheading, upholstery &c. in the saloon, fore cabin, engine berth &c. have been stripped, & renewed where necessary, & in consequence of the accumulation of filth on the stringer plates & kamiks & of the props, the deck has been lifted, these surfaces cleaned & repainted, & a new prop deck laid & caulked.

The bent & twisted bulkhead of trile space has been cut & dripped where necessary, made as fair as possible, & a bulk iron stiffener riveted to each alternate angle iron stiffener, & connected by a second bar thereto.

The vessel has been cleaned and secured.

Geo. T. Cooper