

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

(Received at London Office,

13/4/90

No. *158* Date of Writing Report *18* Port of *London*
 Reg. Book. Survey held at *London* Date, first Survey *27 June* Last Survey *1890*
 on the Machinery of the *S. S. Hawarden Castle* Master *J. Elgar & Co* No. of Visits *1*
 Tonnage Gross *4164* Net *2669* Vessel built at *Glasgow* By whom *J. Elgar & Co* When *1883* Boilers, when made (Main) *1883* (Donkey)
 Registered Horse Power *600* Engines made at *Glasgow* Owners *J. Currie & Co* Port *London* Voyage
 No. of Main Boilers *20* If Surveyed Afloat or in Dry Dock *Green Dry Dock* Class of Vessel & Machinery *100A1.11.89*
 Steam Pressure in Main Boilers *50* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+ L.M.C. 9.87. B.S. 7.87.*
 in Donkey Boiler

Last Survey No. *158* Port *London*

Particulars of Examination and Repairs (if any) *Seacocks and*

(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?

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined? *Annual Boiler Survey due.*

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?

Examined Seacocks & connections and found them good. The main and donkey boilers were not opened out for inspection. It is intended to do this on the vessels return from her present voyage in about 3 months time.

General Observations, Opinion, and Recommendation:—*As far as seen the*

(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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

machinery of this vessel is in a safe working condition and eligible in my opinion to remain as classified.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

Committee's Minute *FRIDAY 14 FEB 1890*

Assigned *As now*



© 2019

Lloyd's Register Foundation

L01688 - 0301

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Certificate to be sent to

T. & S. Form No. 9—Transfer Ink—6000, 9/12/89

(The Surveyor is requested not to write on or below the space for Committee's Minute.)

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

It is submitted that this vessel
is eligible to remain as
classified—

Note—The annual survey
on the boilers has just
become due

W.D.
13-2-90

