

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

50658

SAT 24 MAY 1890

No. 161 Date of Writing Report 22 May 1890 Port of London  
 No. in Reg. Book 161 Survey held at London Date, first Survey 13 May Last Survey 22 May 1890  
 on the Machinery of the S-S. Hawk. Master \_\_\_\_\_ No. of Visits 4  
 Tonnage Gross 648 Net 349 Vessel built at Dundee By whom Gowley Bros. When 1876 YEAR. MONTH.  
 Registered Horse Power 140 Engines made at Dundee When 1876 Boilers, when made (Main) 1876 (Donkey)  
 No. of Main Boilers 2 Owners General Steam Co. Port London Voyage \_\_\_\_\_  
 Steam Pressure in Main Boilers 55 If Surveyed Afloat or in Dry Dock Deptford Dry Dock. Class of Vessel & Machinery 100A1. 289  
 in Donkey Boiler \_\_\_\_\_ (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) LMC 588. 135289

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Annual Boiler 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? \_\_\_\_\_

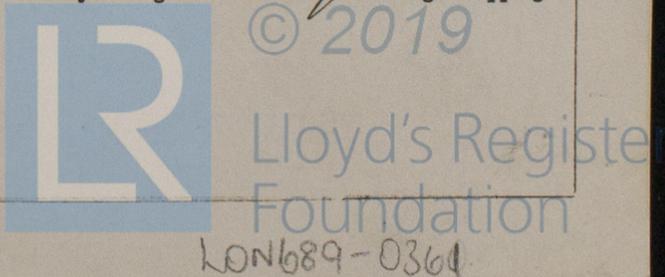
Examined two main boilers valves and domes in good condition  
 Examined winch boiler and valves and found them in good condition  
 Tail shaft drawn in and found satisfactory.  
 Fastenings of sea cocks + propeller in good order.

To Complete - Main and winch boiler valves again adjusted under steam.

General Observations, Opinion, and Recommendation:— As far as seen the machinery appears in a good & safe working condition, rendering the vessel eligible in my opinion to remain as classed and to have BS-5.90 recorded, when the safety valves of main & winch boilers have been adjusted

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 0 : 0	24/5/ 1890
Special Damage Fee (per Section 28).....	£ : :	} <u>W.H. Gray</u>
*Certificate (if required) as per margin.....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	
		Received by me, <u>21/6 1890</u>

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



Committee's Minute TUES 27 MAY 1890

Assigned Note for Completion

State by Reg. or if not...  
 T. & S. form No. 3—Transfer Ink—600, 9 1/2, 25  
 \*The Surveyors are requested not to write on or below the space for Committee's Minutes.

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

It is submitted that this vessel, will  
be eligible to have B.S. 5.90  
recorded when the safety valves  
of the main and donkey  
boilers have been  
adjusted under  
steam.

W.A.

27-5-90

