

51469

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

No. 136 Date of Writing Report Dec 23rd 1890 Port of London
No. in Reg. Book 136 Survey held at Linehouse Date, first Survey Dec 20th Last Survey Dec 22nd 1890
on the Machinery of the s/s "Hawthorns" Master J. Woodall No. of Visits 2
Tonnage { Gross 452 Net 473 Vessel built at Newcastle By whom Palmer & Co When 1861 MONTH 8
Registered Horse Power 95 Engines made at London When 1873 Boilers, when made (Main) 1873 (Donkey)
No. of Main Boilers 1 Owners J. F. Fawcett & Son Port London Voyage ✓
Steam Pressure in Main Boilers 65 If Surveyed Afloat or in Dry Dock limekilns dry dock Class of Vessel & Machinery A.1. 6-90
in Donkey Boiler ✓ (State name of Dock.) limekilns dry dock (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) B.S. 5-88
Last Survey No. Port S.S. Lon: No 3-5-88 B.S. 6-90

Particulars of Examination and Repairs (if any)
(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

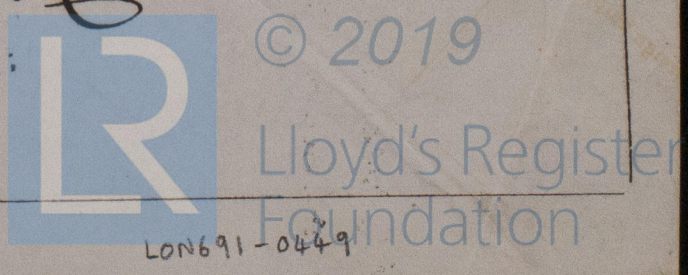
Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Examined pea connections and propeller fastenings, condition satisfactory

General Observations, Opinion, and Recommendation :--
(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)
So far as seen the machinery of this vessel is in a satisfactory condition and is eligible in my opinion to remain as classed

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

Committee's Minute TUE 20 JAN 91
Assigned as now
T. & S. Form No. 9—Transfer Ink—0000, 22/10/90. * Certificate to be sent to
(The Surveyors are requested not to write on or below the space for Committee's Minute.)
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
H. P. Cornish



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

W.A.
17-1-91

Accepted as a vessel of the 1st class in 1881. It was then 14 years old. It was then 14 years old. It was then 14 years old.

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

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