

5-165-7

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

No. *51654* Date of Writing Report *24th Feb 1891* Port of *London* (Received at London Office, **TUES. 24 FEB 1891**)
 No. in Reg. Book. Survey held at *London* Date, first Survey *17th Feb* Last Survey *17th Feb 1891*
 on the Machinery of the *S.S. "Hainshire"* Master *Wallis* No. of Visits *1*
 Tonnage Gross *3720* Net *2428* Vessel built at *Newcastle* By whom *Mawthorpe Leslie & Co* When *1889* YEAR. MONTH. *8*
 Registered Horse Power *306* Engines made at *"* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*
 No. of Main Boilers *3* Owners *Caldwell St. Shipp^g Co^g Lim.* Port *Glasgow* Voyage *✓*
 Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Green's* (State name of Dock.)
 in Donkey Boiler *✓* Class of Vessel & Machinery *+100A1, 8,90*
 Last Survey No. _____ Port _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *+LMC, 8.89*

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?

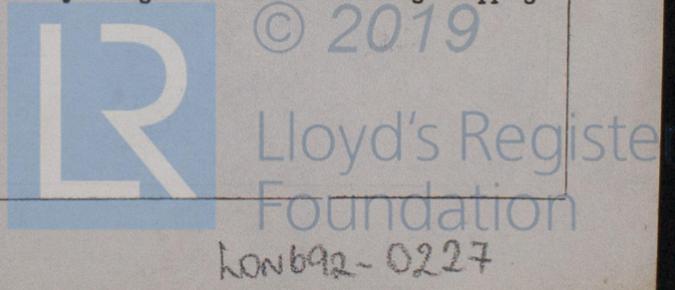
Examined propeller, sea connections and all fittings found same in good working order

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 good working order & in my opinion eligible 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	£	:	:		
Travelling Expenses (if chargeable)	£	:	:	Received by me, 18	

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

Committee's Minute **FRI 13 MARCH**
 Assigned *as now*



State of a Report is also now sent to the Registrar of Shipping or if not whether, and when, one will be sent to the Registrar of Shipping

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

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

N.A.
12-3-91

