52133

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

(Received at London Office TUES 21 JUL 1891)

No. ..... Date of Writing Report July 18 91 Port of London

No. in Reg. Book. 136 Survey held at London " Date, first Survey July 4th Last Survey July 13th 1891

on the Machinery of the S.S. "Hawthorne" Master ..... No. of Visits 4

Tonnage { Gross 737 Net 451 | Vessel built at Newcastle comp Lon 1873 By whom J. Fenwick & Sons When 1861 (YEAR) 8 (MONTH)

Registered Horse Power 95 | Engines made at " When 1861 Boilers, when made (Main) 1873 (Donkey) ✓

No. of Main Boilers 2 | Owners J. Fenwick & Sons Port London Voyage

Steam Pressure— in Main Boilers 65 | If Surveyed Afloat or in Dry Dock (State name of Dock.) Afloat Limekilns

in Donkey Boiler ✓

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) A 1·1·91 MS·5·88 BS·6·90

Last Survey No. ..... Port .....

Particulars of Examination and Repairs (if any) Damage & S.D. 201 S.D. Lon 203 5·88

(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 Main Boiler separately and make a thorough examination at this time? Yes

Do. " Donkey " " "

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? .....

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? Lever weighted & cal ted to blow at 65 lbs

Did the Surveyor examine the Safety Valves of Donkey Boiler? .....

At what pressure were they afterwards adjusted? .....

Whilst on a voyage from Shields to London on June 30th 1891 broke tail shaft & stern tube.
A new tail shaft & stern tube have been fitted

Examined cylinders, pistons, slide valves, shafting, & pumps & sea-cocks. Feed pumps fitted with new valves & seats.

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.)

~~As far~~ This vessel's machinery is now in good condition & she is eligible in our opinion to have B.M.S. 7·91 recorded in the Reg. Book

Office or Registration Fee (per Sec. 27)	£	~~3 10 0~~
Survey Fee (per Section 28)	£	Charge 2 "
Special Damage Fee (per Section 28)	£	4 4 "
Travelling Expenses (if chargeable)	£	

Fees applied for 22/7/91 23/7/91 (amended adj.)

Received by me, 24/7 1891

Maurice Ritson H. P. Cornish

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

*State if Certificate is required .....

FRI 12 AUG 1892

FRI 26 FEB 1892

FRI 19 FEB 1892

Committee's Minute FRI 24 JUL 1891

Assigned B.M.S. 7/91

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

Space is required not to write on or below the space for Committee's Minute.

Lon 1893 - 0368

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or cause it to show through to the other side.

It is submitted that this vessel is eligible to have B + M.S. 7-91 recorded.

W. A.

23-7-91