

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 24th Feb 1894 When handed in at Local Office 18 Port of London
No. in Reg. Book. 150 Survey held at London Date, First Survey 30th Jan Last Survey 15th Feb 1894
(No. of Visits none) Master Ferrell
on the Wood, Iron or Steel S. S. "Hawthorn" Built at Newcastle By whom Palmer Bros & Co When 1881 8
TONNAGE:— GROSS 737 Owners J. Fenwick & Son Port belonging to London
UNDER DK. 664 Owners' Address (if not already recorded in Appendix to Register Book.)
NET 451 Surveyer Afloat & in Dry Dock? ✓ Name of Dock Bridge St. Dock Destined Voyage Coasting

WB=DbA tons; f tons; uE&B tons; CellDB tons; } Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
FPT tons; APT tons; MT tons.

Last Survey, No. 54947 Port Lon

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

CHARACTER.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✓ for Special Survey. Date of last Survey and of Periodical Surveys.		
+ A. 1		M. S. 7. 91
11. 93.		B. S. 10. 93.
S. S. hon h ^o 3. 88.		
S. S. hon h ^o 1. 91.		
Society's Freeboard (if assigned) as painted on Ship and now verified		

REPAIRS, OR EXAMINATION AS PER RULE, FOR of damage through heaving adrift from her moorings in the River Thames and consequent collision

Vessel placed in dry dock bottom examined and several started rivets at upper part of bilge on starboard side renewed.

The following now renewed on Starboard side - Three bilge plates, one doubling plate to sheerstrake, the upper part of 16 frames, two lengths of wood main rail & one length of angle iron to same, one length of main deck waterway, & the ends of four bridge deck beams.

The waterway & 23 rough tree stanchions with wash board & rails to same on starboard side of poop and round the stern, as also two stern plates of poop & one warping chock all renewed. The steering gear overhauled and refitted, several deck planks on main and poop decks renewed, two bilge plates cut out faired and refitted, one plate on port side of poop faired in place, the poop deck recaulked, the main deck recaulked in way of repairs, & all the fittings &c on deck where disturbed in way of above repairs refastened in place as before.

SUMMARY OF DAMAGE REPAIRS:— 3 Plates, Faired or Repaired; 4 Frames, ditto. 5 Plates, Renewed; 16 Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE

Decks <u>Good</u>	Transoms, Pontons, & Crutches <u>not seen</u>	Copper, or Y.M. <u>✓</u>	Hatches <u>Good</u>
Waterways <u>"</u>	Timbers of Frame at the openings <u>Good</u>	(State if on Felt.)	Boats <u>"</u>
Coamings <u>"</u>	Ditto ditto at other places <u>not seen</u>	When put on, Month <u>"</u> Year <u>"</u>	Masts, Yards, &c. <u>"</u>
Up'r Dk. Beams & Fastenings <u>"</u>	Keelsons <u>Good</u>	Rudder <u>Good</u>	Condition, how ascertained <u>From dk</u>
Low'r Dk. Beams & Fastenings <u>"</u>	Clamps, Shells & Stringers <u>"</u>	Windlass & Capstan <u>"</u>	Sails <u>Good</u>
Plating <u>"</u>	Salting <u>✓</u>	Pumps <u>"</u>	Equipment letter <u>"</u>
Planking <u>✓</u>	(State if examined.)	Engine Room Skylights <u>"</u>	Anchors, No. of <u>3 B. 15. 2 K. ✓</u>
Rivets <u>"</u>	Ceiling <u>"</u>	Coal Bunker, Open'gs, Lids, &c. <u>"</u>	Cables (State if now ranged) <u>"</u>
Breasthooks & Stemson <u>not seen</u>	Cement or Asphalt <u>not seen</u>	Scuppers <u>"</u>	" length <u>Part seen size Good</u>
	(State which.)	Cargo & Main H'tch'w'ys <u>"</u>	" Rule length <u>" size</u>
	Tanks <u>"</u>		Hawsers & Warps <u>"</u>
	(State if now tested.)		Standing & Running Rigging <u>"</u>
	Caulking of Bot'm, D'k, & Wat'r'w'ys <u>Good</u>		

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—".....to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This vessel, so far as seen, is now in good and efficient condition and eligible in my opinion to remain as classed with record of survey, "2, 94"

Office Fee (if chargeable) per Scale II, Sec. 27 £ : :
Survey Fee (per Section 28) £ : :
Special Damage or Repair Fee (if any) (per Sec. 28.) £ 5 : 5 : 0
Travelling Expenses (if chargeable) £ : :
Second Surveyor's Fee (if any) £ : :
*Is Certificate now required? FR! 2 MAR 1894

Fees applied for, 23 FEB 1894

Received by me, E. B. Champness

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute
Character assigned 21



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Lloyd's Register Foundation

LON701-0288

55226. Jan.

The poop side plating frame to round stern as also in way of repairs chipped & painted.

now supplied:- 15 fathoms of $1\frac{7}{16}$ chain cable Cert: N° 8491.
dated Retherton 11th Oct 1880. Tests $55 \cdot 12 \cdot 2 \cdot 0$ & $37 \cdot 2 \cdot 2 \cdot 0$
S. L. Lewis Sup^c.

also 15 fathoms of $1\frac{1}{16}$ stream chain Tests $23 \cdot 14 \cdot 0 \cdot 0$
and $15 \cdot 16 \cdot 0 \cdot 0$ certificate N° 10529 dated Retherton
9th Feb. 1882. S. L. Lewis Sup^c.

E. B. Champness