

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

Date of writing Report 4<sup>th</sup> Oct. 1894 When handed in at Local Office Port of London  
No. in Reg. Book 19 Survey held at London Date, First Survey 3<sup>rd</sup> Oct. 1894 Last Survey 3<sup>rd</sup> Oct. 1894  
on the Machinery of the Wood, Iron or Steel S.S. "Hainshire" Master C. Olsen  
Tonnage Gross 3720 Net 2428 Vessel built at Newcastle By whom R. & W. Hawthorn, Leslie & Co. When 1889 Boilers, when made (Main) 1889 (Donkey) 1889  
Registered Horse Power 396 Engines made at Do. Owners Jurnbull, Martin & Co. (Mys) Port Glasgow Voyage Australia  
No. of Main Boilers Three No. of Donkey Boilers None If Surveyed Afloat or in Dry Dock James I. Loke, C. & Co. Ltd. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Steam Pressure in Main Boilers 160 in Donkey Boilers None

Last Survey No. Port  
Particulars of Examination and Repairs (if any) Condition

(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 briefly summarised at the end of the report. 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?

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

If the Survey is not complete state what arrangements have been made for its completion?

No.  
None —  
✓  
✓  
No  
Not adjusted

} None.

Complete.

Vessel placed in dry dock. propeller & sea-connection fastenings examined & found in order. Propeller shaft drawn inboard, examined & found in good condition. Lower half of stern bush re-wooded.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	Received by me,
Travelling Expenses (if chargeable)	£	:	:	18

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

\*State if Certificate is required  
Committee's Minute TUES. 10 OCT 1894  
Assigned As now



On and of *Leas Twear*

*The stern bulk was partly corroded*

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  
remain AS CLASSED.

*N.A.*

*12-10-94*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register  
Foundation