

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

(Received at London Office

TUES. 26 APR 1898

Date of writing Report April 25 1898 When handed in at Local Office 18 Port of London

No. in Reg. Book 176 Survey held at London Date, First Survey and Last Survey April 22 1898

on the Machinery of the Wood, Iron or Steel S.S. Hawarden Castle Master Rigby

Tonnage { Gross 4380 Net 2556 Vessel built at Glasgow By whom J. Elder & Co. When 1883 Boilers, when made (Main) 1891 (Donkey) 1891

Registered Horse Power 531 Engines made at Do. Owners (D. Currie & Co.) Port London Voyage Malat.

No. of Main Boilers 3 If Surveyed Afloat or in Dry Dock James St. Dry Dock

No. of Donkey Boilers 1 Steam Pressure 160 lbs in Main Boilers 80 lbs in Donkey Boilers 80 lbs

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port

Particulars of Examination and Repairs (if any) Docking

(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?

Has the propeller shaft been drawn and examined at this time?

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Hammed propeller, stern bush & sea connections fastenings. Found same all in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9, 97, B. & M.S. 9, 97 or L.M.C. 9, 97, 140 lb., F.D., &c.)

as far as seen is good condition & in my opinion the vessel is eligible to remain as classed.

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

Received by me,

18

FRI, 12 AUG 1898

State if Certificate is required.

Committee's Minute

Assigned

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



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LON 715-0282

B.I. due 7.97 nothing done. It is stated
this will be held shortly at the same
time as Board of Trade examination.

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.

[Signature]
12/5/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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