

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

(Received at London Office **SAI, 22 OCT 1898**)

Date of writing Report October 21<sup>st</sup> 98 When handed in at Local Office 18 Port of London.

No. in Reg. Book 190 Survey held at London. Date, First Survey 18<sup>th</sup> and Last Survey October 19<sup>th</sup> 1898  
 (No. of Visits once)

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

Tonnage { Gross 4380 Net 2556 Vessel built at 98. By whom J. Eldert & Co. When 1883. 1

Registered Horse Power 831 Engines made at 50. When 1891. 10 ers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 3 Owners (D. Currie & Co) Port London Voyage Natal.

No. of Donkey Boilers 1

Steam Pressure in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock James & Co Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80 lbs (State name of Dock.)

CHARACTER.	Date of last Survey and of Periodical Surveys.	Years Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A-1.	7.98.		L.M.C. 5.95.
98 2 <sup>nd</sup>	7.91		N.B. 7.91
88 Lon 7 <sup>th</sup>	96.		B.S. 8.98

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? No

Do. " Donkey " " " " No

If this was not done, state for what reasons? Survey not done.

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? No

Did the Surveyor examine the Safety Valves of the Main Boiler? No To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted under steam? ✓

Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft? 3/16

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

Examined propeller, Stern Bush, & Sea connections fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation: This vessel's Machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed

(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.)

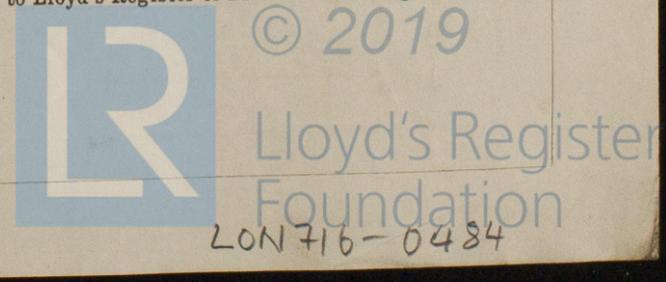
Office or Registration Fee (per Sec. 27)	Survey Fee per Section 28	Special Damage Fee (per Section 28)	Travelling Expenses (if chargeable)	Fees applied for
£ : :	£ : :	£ : :	£ : :	18
				Received by me,
				18

State if Certificate is required

Committee's Minute As now

Assigned As now

Signature: R. M. Salmon.  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

\*Certificate to be sent to

*It is submitted that  
this vessel is eligible to  
remain as CLASSED.*

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.

*A.C.H.  
26. 10. 98.*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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