

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 20 FEB 1950)

Date of writing Report 17th February 1950 When handed in at Local Office 17th February 1950 Port of BRISTOL

Survey held at Bristol Date First Survey 8th February Last Survey 15th Feb. 1950 (No. of Visits 3)

957 on the Machinery of the ~~Wrecked~~ Steel screw steamer "HAWTHORN"

Gross 298 Vessel built at Greenock By whom G. Brown & Co. When 1903 7
Net 122 Engines made at Glasgow By whom Muir & Houston Ltd. When 1903 7
Nominal 50 MN Boilers, when made (Main) 1903 (Donkey) - -
Power of Main Boilers 1SB Owners Greenwood Shipping Co. Ltd. Owners' Address - -
of Donkey Boilers - (If not already recorded in Appendix to Register Book.)
Main Pressure 180 lb Managers - - Port London Voyage - -
Main Boilers 180 lb If Surveyed Afloat or in Dry Dock Afloat
Donkey Boilers - (State name of Dock.)

Report No. Port

Particulars of Examination and Repairs (if any) Main engine bilge pump.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, 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.

Damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Is a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside ~~Donkey~~ Main Boiler ~~space~~ and make a thorough examination at this time? Yes

Did the Surveyor go inside Donkey " " " "

State for what reasons not prepared for survey.

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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Has the screw shaft now been drawn and examined?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed?

If so, state reasons

Has the shaft now fitted been previously used?

Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft

State the wear down in the

tern bush

Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers, should be counted from forward.

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

Survey held at the request of Owners' Representative.

It was stated that during a voyage from Kilkell, Ireland to Bristol there had been an accumulation of water in hold and engine room bilges and it was subsequently found that the main engine driven bilge pump body was fractured.

Work Done : A new cast iron body supplied and fitted in place. The body tested with hydraulic pressure and proved tight before being fitted. After assembly of the bilge pump the main engines tried under working conditions and the pump found to be satisfactory. One length of suction pump on bilge ejector line renewed.

General Observations, Opinion, and Recommendation: This vessel's Machinery, as now seen, is in efficient

(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, BS 9,11, B&MS 9,11 or LMC 9,11 or LMC 140 lb., PD, &c.) CS 3,34.

Condition and eligible in my opinion to remain as classed, in the Register Book without fresh record of survey.

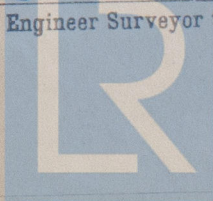
Survey Fee (per Section 29) £ 2: 2 0 Fees applied for
Special Damage or Repair Fee (if any) £ : : Received by me,
(per Section 29.)
Travelling expenses (if chargeable) £ : : 19

Committee's Minute WFN 15 MAR 1950

Assigned As not subject

J. I. Brooke Smith

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

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

Is a Certificate required? If so, to be sent to

W1081-0266