

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

(Received at London Office,

26 AUG 91

No. *4270* Date of Writing Report *Aug 26* 1891 Port of *London*
 No. in Reg. Book. Survey held at *London* Date, first Survey *Aug 21* Last Survey *Aug 25* 18
194 on the Machinery of the *S.S. Dewdrop* Master *J. H. Bond* No. of Visits *4*
 Tonnage Gross *40* Net *36* Vessel built at *Ainstathen* By whom *H. Jarvis* When *1883* YEAR. MONTH. *5*
 Registered Horse Power *32* Engines made at *Bundee* When *1883* Boilers, when made (Main) *1883* (Donkey) *✓*
 No. of Main Boilers *1* Owners *H. H. Burn* Port *Bundee* Voyage *Fishing*
 Steam Pressure in Main Boilers *80* If Surveyed Afloat or in Dry Dock *At dry dock* Class of Vessel & Machinery
 In Donkey Boiler *✓* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Cont. 6 A - 5th 9.90.*

Last Survey No. Port

Particulars of Examination and Repairs (if any)

✓ L.M.C. 8.90 For Fishing purposes only

(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 should be separated from

Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?

Yes

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?

Annual Boiler Survey

The vessel placed in the above dry dock and the propeller, sternhub, and sea cock fastenings examined and found in good condition

Main boiler opened up and thoroughly examined internally and externally the back end plates of the combustion chamber (common to both furnaces) bulged and six screw stays leaking. The leaky stays have been renewed, and the boiler sealed. Safety valves examined and afterwards adjusted to the working pressure of 80 lbs per sq"

General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

The engines and boiler of this vessel so far as seen are in good working order and eligible in my opinion to remain as classed and as is noted *B.S. 8.91* in the Reg. Bk

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ 1 : :
 Special Damage Fee (per Section 28) £ : :
 *Certificate (if required) as per margin £ : :
 Travelling Expenses (if chargeable) £ : :

Fees applied for

Aug 25 1891

26.9.91

Received by me,

25.9.1891

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

Committee's Minute

FRI 28 AUG 1891

Assigned

B.S. 8.91



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ABN10-0225

4270 Am

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
have B.S.R. 91
recorded.

W.A.

26-8-91



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.