

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

4376

(Received at London Office.....) **MON. 2 MAY 1892**

No. 4376 Date of Writing Report April 30 1892 Port of Aberdeen

No. in Reg. Book. 194 Survey held at Aberdeen Date, first Survey Apr. 26 Last Survey Apr. 29 1892

on the Machinery of the S.S. "Deudrop" Master J. H. Burn No. of Visits 3

Gross 70 Net 36 Vessel built at Aberdeen By whom H. Jarvis When 1883 5

Registered Horse Power 32 Engines made at Dundee When 1883 Boilers, when made (Main) 1883 (Donkey) -

No. of Main Boilers 1 Owners H. H. Burn Port Dundee Voyage Fishing

Pressure—Main Boilers 80 If Surveyed Afloat or in Dry Dock _____ Class of Vessel & Machinery _____

Donkey Boiler _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) Cont. 6 A - from 9-90

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any)

(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

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " " " Not done

Is was not done, state for what reasons? _____

What parts of the Boilers could not be thus thoroughly examined? ✓

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? ✓

the Surveyor examine the Safety Valves of the Main Boiler? No

What pressure were they afterwards adjusted under steam? ✓

the Surveyor examine the Safety Valves of Donkey Boiler? No

What pressure were they afterwards adjusted? ✓

Renewing Holding Down Bolts

The wood screws for holding down the engines considerably worn. These have been replaced by $\frac{1}{4}$ and $\frac{3}{8}$ galvanized bolts and nuts, securely bolted through the vessel's timbers. Strong wood chocks have also been fitted between the timbers, for the additional bolts.

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, 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 but without fresh 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).....	£ : :	
Travelling Expenses (if chargeable).....	£ : :	Received by me, 18

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

*State if Certificate is required _____

Committee's Minute **TUES. 3 MAY 1892**

Assigned As now

W376 OBR

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
remain as OL 18311

MA

2-5-92



© 2019

Lloyd's Register
Foundation