

4376

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

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

No. *4376* Date of Writing Report *April 30* 18*92* Port of *Aberdeen*

No. in Reg. Book. *194* Survey held at *Aberdeen* Date, first Survey *Apr. 26* Last Survey *Apr. 29* 18*92*
on the Machinery of the *S.S. "Dewdrop"* Master *J. H. Burn* No. of Visits *3*

Displacement { 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 *W. H. Burn* Port *Dundee* Voyage *Fishing*
Main Pressure— Main Boilers *80* If Surveyed Afloat or in Dry Dock
Donkey Boiler

Class of Vessel & Machinery (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *Class 6 A - from 9-90 8-91*

Particulars of Examination and Repairs (if any) *H.L. No. 68, 90, 135 & 91 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 Main Boiler separately and make a thorough examination at this time? *No*
Do. " Donkey " " " " *Not done*
If this 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? *-*
Did the Surveyor examine the Safety Valves of the Main Boiler? *No*
What pressure were they afterwards adjusted under steam? *-*
Did 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 These have been replaced by $\frac{1}{4}$ and $\frac{3}{8}$ galvanized bolts and nuts, securely bolted through the vessel's timbers.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.

	£	:		Received by me,
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)			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*



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

W376 OBR

*It is submitted that
this vessel is eligible
remain AS CLASSIFIED*

MA

2-5-92

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