

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

MON. 5 SEP 1892

(Received at London Office.....)

No. ~~4449~~ Date of Writing Report Sep. 3 1892 Port of Aberdeen
No. in Reg. Book. 193 Survey held at Aberdeen Date, first Survey Aug 29 Last Survey Sep 1 1892
on the Machinery of the S. S. "Dewdrop" Master Farrar No. of Visits 3
Tonnage Gross 40 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
Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock J. Guthrie's Slip 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-492

Last Survey No. Port Cont. 6 A-492
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 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? yes
Do. " Donkey " " " none

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? ✓
Did the Surveyor examine the Safety Valves of the Main Boiler? yes
At what pressure were they afterwards adjusted under steam? 80 lbs
Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓
To what pressure were they afterwards adjusted? ✓

Annual Boiler Survey

The vessel placed on the above slipway, and the propeller, sternhub, and sea cock fastenings examined, and found in good condition. The main Boiler opened up, and thoroughly examined, internally, and externally, and found in good working order.

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 and to be noted B. S. 8. 92 in the Reg. Book

Office or Registration Fee (per Sec. 27).....	£ :	Fees applied for
Survey Fee (per Section 28).....	£ / :	<u>Sep 3 1892</u>
Special Damage Fee (per Section 28).....	£ :	<u>42 #</u>
Travelling Expenses (if chargeable).....	£ :	Received by me <u>G. L. Hindmarsh</u>

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

*State if Certificate is required

Committee's Minute TUES. 6 SEP 1892

Assigned B.S. 8. 92



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ABNH-0037

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138.8.92

Cred.

5.9.92



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