

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

Date of writing Report Sept 21st 1895 When handed in at Local Office Sept 21st 1895 Port of Aberdeen (Received at London Office MON. 23 SEP 1895)

No. in Reg. Book. 207 Survey held at Aberdeen Date, First Survey Sept 18th Last Survey Sept 19th 1893

207 on the Machinery of the Wood, Iron or Steel S.S. "Seedrop" Master J. R. Riddell (No. of Visits July)

Tonnage Gross 40 Net 36 Vessel built at Austruther By whom W. Jarvis When 1883 Boilers, when made (Main) 1883 (Donkey) ✓

Registered Horse Power 32 Engines made at Bundee Owners Mr. H. B. Burn Port Bundee Voyage Coasting

No. of Main Boilers One No. of Donkey Boilers None Steam Pressure in Main Boilers 80 lbs If Surveyed Afloat or in Dry Dock afloat at Aberdeen (State name of Dock.)

in Donkey Boilers None Last Survey No. 4952 Port Aberdeen Examination of

Particulars of Examination and Repairs (if any) after crank

(Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. 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 (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.)

CHARACTER.		Machinery and Boiler Surveys	
* for Special Survey.		(including date of N.B., if any).	
Date of last Survey and of Periodical Surveys.	Years assigned and expired.		
Cont. 6A-5-93	9	+ LMC 10-94	
from 9-20-93			
for fishing purposes only			
H.B. Burn 94			

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Do. " Donkey " " " " "

If this was not done, state for what reasons? Not done until the end of October

And what parts of the Boilers could not be thus thoroughly examined? Not done until the end of October

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? Not done until the end of October

Did the Surveyor examine the Safety Valves of the Main Boiler? Not done until the end of October

At what pressure were they afterwards adjusted under steam? Not done until the end of October

Did the Surveyor examine the Safety Valves of Donkey Boiler? Not done until the end of October

To what pressure were they afterwards adjusted? Not done until the end of October

Has the propeller shaft been drawn and examined at this time? Not done until the end of October

If the Survey is not complete state what arrangements have been made for its completion? Not done until the end of October

Examined the after crank pin and found the flange had not extended since when last seen.

For last examination see Report No 4862 Oct-1894 & 4952

May 1895.

General Observations, Opinion, and Recommendation:—

(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, B.S. 1, 94, B.M.S. 1, 94 or L.M.C. 1, 94, 14 lb., F.D., &c.)

This vessel's machinery appears to be in good condition, eligible in my opinion to remain as classed and to have its name expunged from the Limitation List— as regards the after Crank Pin.

Office or Registration Fee (per Sec. 27).....	£	Fees applied for	18
Survey Fee (per Section 28).....	£	Received by me,	18
Special Damage Fee (per Section 28).....	£		
Travelling Expenses (if chargeable).....	£		

* State if Certificate is required TUES. 24 SEP 1895

Committee's Minute Assigned

Assigned as now

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

It is submitted that
this vessel is eligible to
remain AS CLASSED.

5031 *Alma*

N.B.—If this Report is copied by Copying Press, special 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.

Vessel's name due exchanged from *América*
Lost as regards the after crank pin.

Mrs.
23.9.95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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