

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

(Received at London Office MON. 23 SEP 1895)

Date of writing Report Sept 21<sup>st</sup> 1895 When handed in at Local Office Sept 21<sup>st</sup> 1895 Port of Aberdeen

No. in Reg. Book. 207 Survey held at Aberdeen Date, First Survey Sept 19<sup>th</sup> Last Survey Sept 19<sup>th</sup> 1893

on the Machinery of the Wood, Iron or Steel S.S. "Seedrop" Master J. Rummel

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 Bundel Owners Mr. H. Burn Port Bundel 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

Last Survey No. 4952 Port Aber Examination of

Particulars of Examination and Repairs (if any) afloat at Aberdeen

(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 * for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>Cont. SA-5-93</u> <u>from 9-20-93</u> <u>for fishing purposes only</u> <u>H.B. Wn 94</u>	<u>9</u>	<u>+LMC 10-94</u>

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? 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? At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted? Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

*Examined the after crank pin and found the flaw had not extended since when last seen. For last examination see abt Reports No 4862 Oct-1894 & 4952 May 1895.*

*Not due until the end of October*

## General Observations, Obinion, and Recommendation:—

*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
Survey Fee (per Section 28).....	£	None	:	18
Special Damage Fee (per Section 28).....	£	:	:	Received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

State if Certificate is required TUES. 24 SEP 1895  
Committee's Minute  
Assigned as now

No. in the Ship Register. If not filled in, one will be sent.

16—LRPH—Report No. 6  
(The Surveyors are requested to write on or be in the spaces for Committee's Minute.)  
495.

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



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

5031 *Alma*

Vessel name to be expunged from *América*  
List as regards the after crank *Pa*

*Mrd.*  
23.9.95

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.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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