

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

No. **3820** Port of **Aberdeen** (Received at London Office, **TUESDAY 15 NOV 1887**)
 No. in Reg. Book. Survey held at **Aberdeen** Date, first Survey **2 Nov** Last Survey **14 Nov 1887**

344 on the Machinery of the **S. S. "North Star"** (No. of Visits **4**) Tons, Net **30** Gross **116**

If Surveyed Afloat or in Dry Dock **Halls Slipway** Vessel built at **Aberdeen** in **1883** Engines made in **1883**

No. of Main Boilers **One** Made in **1883** Donkey Boiler made in **18** Working Pressure, Main Boilers **100** lbs. ;

Working Pressure, Donkey Boiler lbs. ; Owners **W Pyper** Port **Aberdeen**

Last Survey No. Port Class of Vessel and Machinery **100 A1-5-87**
(As in Register Book).

Particulars of Repairs and Examination **S. S. No 1** **I.M.C. 9-83**
(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 Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time? **yes**

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?

The sea cocks & connections exam'd & found sat?
 The tail shaft drawn in, exam'd & found sat?, the sternbrake rewooded,
 The Crank shaft exam'd & found sound,
 The cylinders, Slides, Pistons, all Pumps & the engines generally exam'd & found in good order.
 The Main boiler cleaned, exam'd inside & out & found in good order.
 The Main Safety Valve Examined & tested under steam.

General Observations, Opinion, and Recommendation:—

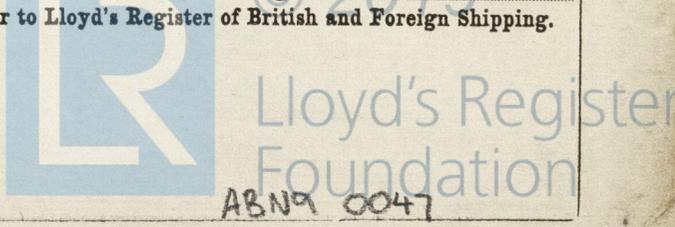
(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)
 The machinery of this vessel is in good order & eligible in my opinion to remain as classed & to have **I.M.C. 11-87** recorded

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ 2 : 2 : 0	12 Nov 1887
Special Damage Fee (per Section 28).....	£ : : :	not
*Certificate (if required) as per margin.....	£ : 2 : 6	Received
Travelling Expenses (if chargeable).....	£ : : :	11/3/1888

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

Committee's Minute **FRIDAY 18 NOV 1887**

Assigned **L.M.C. 11-87**



The Surveyors are requested to be sent on the Hull of the Ship

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

3820

ABN9 0047

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.

3820 Alm
Submitted that this
beed is eligible to have
the notification
+ LMC 11.87.

M.H.
16.11.



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN, NOR ON THE UPPER PART OF THIS SIDE OF THE FORM.