

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

(Received at London Office, MON 1 JUL 89)

No. 3989 Date of Writing Report June 29 1889 Port of Aberdeen  
 No. in Reg. Book. 202 Survey held at Aberdeen Date, first Survey June 21 Last Survey June 28 1889  
 on the Machinery of the Dewdrop Master R Bond No. of Visits 4  
 Tonnage { Gross 55 Net 14 Vessel built at Austonsburgh By whom H. Jarvis When 1883 YEAR. MONTH.  
 Registered Horse Power 32 Engines made at Bundee When 1883 Boilers, when made (Main) 1883 (Donkey) none  
 No. of Main Boilers one Owners H. & J. Burn Port Bundee Voyage Trawling  
 Steam Pressure in Main Boilers 80 If Surveyed Afloat or in Dry Dock A Hall's Slipway Class of Vessel & Machinery  
 in Donkey Boiler none (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) A-5.89 H.S. May/88

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Annual Boiler Survey H.S. 65-88

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.)

Repair 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 Main Boiler opened up and examined and found in good condition. Safety valves examined and afterwards tested under steam at the working pressure of 80 lbs. The propeller Sternbush and sea cock fastenings examined and found satisfactory

## 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. 1/89, B. & M.S. 1/89, or + L.M.C. 1/89, as the case may be.)

The engines and boiler of this vessel so far as seen are in good working condition and eligible in my opinion to remain as classed and so noted B.S. 6-89

Office or Registration Fee (per Sec. 27)..... £ : :  
 Survey Fee (per Section 28)..... £ 1 : 1  
 Special Damage Fee (per Section 28)..... £ : :  
 Certificate (if required) as per margin..... £ : :  
 Travelling Expenses (if chargeable)..... £ : :

Fees applied for

June 28 1889

424

received by H.S.

2/27 1889

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

Committee's Minute

TUE -2 JUL 89

Assigned

B.S. 6/89



© 2019

Lloyd's Register

ABN91-0267



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.

399068y  
It is submitted that this  
vessel is eligible to have  
B.S. 6.89 recorded

W.A.  
1-7-89



© 2019

Lloyd's Register  
Foundation