

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

(Received at London Office,)

No. *4030* Date of Writing Report *Nov 20 1889* Port of *Aberdeen* THURS 21 NOV 1889
No. in Reg. Book. *335* Survey held at *Aberdeen* Date, first Survey *Nov 20* Last Survey *Nov 20 1889*
on the Machinery of the *North Star* Master *Buncan* No. of Visits *1*
Tonnage { Gross *116* Net *30* Vessel built at *Aberdeen* By whom *J. Guthrie Sons & Co* When *1883* YEAR. MONTH. *8*
Registered Horse Power *62* Engines made at *Aberdeen* When *1883* Boilers, when made (Main) *1883* (Donkey) *✓*
No. of Main Boilers *one* Owners *W. Pyper* Port *Aberdeen* Voyage *Fishing*
Steam Pressure in Main Boilers *100lb* If Surveyed Afloat or in Dry Dock *afloat* Class of Vessel & Machinery
in Donkey Boiler *✓* (As in Register Book, including date of last Boiler Survey.) *100 A. 5-89*
S.P. Abn 461-84
L.M.C. 11-84

Last Survey No. Port

Particulars of Examination and Repairs (if any) *Safety Valves (Testing)*

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs of 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? *Seen last week*

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?

See Aberdeen Report No 4028. Nov/89.

The Safety Valves of this Vessel have now been tested and adjusted to the working pressure of 100lbs per sq inch

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 Boilers 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. 11-89 as recommended in the above mentioned Report

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	188
Special Damage Fee (per Section 28)	£	:	:	
*Certificate (if required) as per margin	£	:	:	received by me,
Travelling Expenses (if chargeable)	£	:	:	188

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

Committee's Minute *✓* FRIDAY 22 NOV 1889

Assigned



© 2019

Lloyd's Register
Foundation
ABN-0322

State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

T. & S. Form No. 9—Transfer Ink—6000, 28/1/89. * Certificate to be sent to

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

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

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.

L-030 AB

It is submitted that this
vessel is eligible to
have B S 11-89.
recorded—
Wd
21-11-89



© 2019

Lloyd's Register
Foundation