

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

(Received at London Office, THURS. 11 JUN 1891)

No. *4238* Date of Writing Report *June 9* 1891 Port of *Murdeen*
 No. in Reg. Book. *366* Survey held at *Murdeen* Date, first Survey *May 15* Last Survey *June 9* 1891
 on the Machinery of the *S.S. "North Star"* Master *Hilkins* No. of Visits *7*
 Tonnage { Gross *126* Net *46* Vessel built at *Murdeen* By whom *J. Guthrie & Co.* When *1883* 8
 Registered Horse Power *62* Engines made at *Murdeen* When *1883* Boilers, when made (Main) *1883* (Donkey) ☒
 No. of Main Boilers *1* Owners *H. Piper* Port *Murdeen* Voyage *Fishing*
 Steam Pressure in Main Boilers *120* If Surveyed Afloat or in Dry Dock _____ Class of Vessel & Machinery
 in Donkey Boiler ☒ (State name of Dock.) _____ (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *100 A. 1. 8-90.*

Last Survey No. *6281* Port *Lth*

Particulars of Examination and Repairs (if any)

(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? _____

Special Survey No 2

The vessel placed on the above slipway and the propeller, stern-bush, sea-cocks, and fastenings examined. The engines opened up and the cylinders, pistons, slide valves, pumps, condenser and shafting examined and found in good working order.

Main boilers thoroughly examined internally and externally and found with a thick deposit on the tubes and plating. The boiler has now been scaled and the safety valves examined and adjusted to the working pressure of 100 lbs 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 boiler of this vessel are now in good working order and eligible in my opinion to receive the notification of *L.M.C. 6-91* in the Register Book.

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|--|------------|--------------------|
| Tonnage or Registration Fee (per Sec. 27)..... | £ : : | Fees applied for |
| Survey Fee (per Section 28)..... | £ 3 : 10 : | <i>June 9 1891</i> |
| Special Damage Fee (per Section 28)..... | £ : : | <i>4238</i> |
| Certificate (if required) as per margin..... | £ : : | Received by me, |
| Travelling Expenses (if chargeable)..... | £ : : | <i>11/18 91</i> |

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

Committee's Minute *FRI 12 JUN 1891*

Assigned *+ L.H.B. 6/91*

4238 abn.

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.

It is submitted that this record is
eligible for the record + L.M.C. 6.91
and that Mr. Hindmarsh be
requested to fill in the name
of the dry dock
C.E.F.

11.6.91.



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