

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

(Received at London Office,

No. *4418* Date of Writing Report *July 2nd 1892* Port of *Meriden* MCN. *4 JUL 1892*
No. in Reg. Book. *387* Survey held at *Meriden* Date, first Survey *June 28* Last Survey *July 2 1892*
387 on the Machinery of the *Stm Trawler North Star* Master *Brown* No. of Visits *3*
Tonnage Gross *126* Net *46* Vessel built at *Meriden* By whom *J. Guthrie Sons & Co* When *1883* 8
Registered Horse Power *62* Engines made at *Meriden* When *1883* Boilers, when made (Main) *1883* (Donkey) *✓*
No. of Main Boilers *One* Owners *H. Payer* Port *Meriden* Voyage *Trawling*
Steam Pressure in Main Boilers *100 lbs* If Surveyed Afloat or in Dry Dock *A Hall's Slipway* 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. 12.91*

Last Survey No. *Port*

Particulars of Examination and Repairs (if any)

£100 A. 12.91 *Stm Trawler* *SS Nbn No 2-91*
Repairs on account of Damage should be separated from

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

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?

Annual Boiler Survey

The vessel placed on the above slipway, the propeller stern-bush, and sea-cock fastenings examined, and found in good condition. The Main Boiler opened up, and

thoroughly examined internally, and externally, a few of the tubes expanded, and the boiler thoroughly sealed.

Safety valves opened up and examined and afterwards adjusted to the above 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, so far as seen are in good working condition, and eligible in my opinion, to remain as classed, and to be noted *B.S. 1/89* in the Reg. Book

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

Fees applied for

24 July 1892

£ 2 4

received by me

9/8/92

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

TUES. 5 JUL 1892

Committee's Minute

Assigned

P. J. Y. P.



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Lloyd's Register Foundation

HH18 RBN

it is submitted that

this vessel is eligible for

THE RECORD B.S. 792

Chell

4.792

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| THE | General | Particulars | Remarks |
| 1. Name of the vessel | 2. Date of departure | 3. Name of the master | 4. Name of the agent |
| 5. Name of the cargo | 6. Name of the crew | 7. Name of the passengers | 8. Name of the cargo |
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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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