

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

(Received at London Office,)

MON 18 NOV 1889

No. *4028* Date of Writing Report *Nov 16 1889* Port of *Murdeen*
 No. in Reg. Book. *335* Survey held at *Murdeen* Date, first Survey *Nov 8* Last Survey *Nov 13 1889*
 on the Machinery of the *S.S. "North Star"* Master *Huncan* No. of Visits *5*
 Tonnage { Gross *116* Net *30* Vessel built at *Murdeen* By whom *J. Guthrie Sons & Co* When *1883* 8
 Registered Horse Power *62* Engines made at *Murdeen* When *1883* Boilers, when made (Main) *1883* (Donkey)
 No. of Main Boilers *one* Owners *H. Pypner* Port *Murdeen* Voyage *Fishing*
 Steam Pressure— in Main Boilers *100* If Surveyed Afloat or in Dry Dock *Guthrie Slipway* Class of Vessel & Machinery
 in Donkey Boiler (State name of Dock.) (As in Register Book, including date of last Boiler Survey.) *100 A. 5-89*

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) *L.M.C. 11-89 S.S. "North Star" 8-89*
 (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? *No donkey boiler*
 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 and the propeller stem bush and sea cock fastenings examined and found in good condition
 The main boiler thoroughly examined and two leaves of tubes renewed (the port wing and centre boxes)
 The safety valves examined, but the vessel sailed during the night without the safety valves being adjusted
 Arrangements have been made with the owner for this to be done next week

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 claimed and to be noted *B.S. 11-89* when the safety valves have been adjusted

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 23).....	£ / :	<i>Nov 16 1889</i>
Special Damage Fee (per Section 23).....	£ : :	<i>27.12.89</i>
*Certificate (if required) as per margin.....	£ : :	received by me,
Travelling Expenses (if chargeable).....	£ : :	<i>24.12.1889</i>

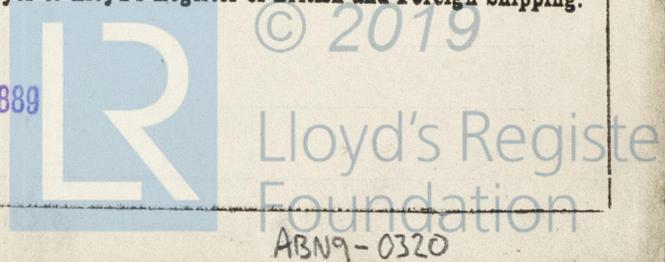
G. L. Hindmarsh
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUES. 19 NOV 1889* *FRIDAY 22 NOV 1889*
 Assigned *Note for Completion*

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

T. & S. Form No. 2—Transfer Ink—(00, 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



4028 A.B.

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 the values will be eligible to have B.S. 11-89 recorded when the safety valves have been adjusted
P.D.
11-11-89



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THE SURVEYORS ARE REQUESTED NOT

CROSS THIS MARGIN.