

# REPORT of SURVEY for REPAIRS, &c.

Received in London Office,

FRI 26 SEPT 1890

No. 51166 Date of Writing Report 24<sup>th</sup> Sept 1890 Port of London

No. in Reg. Book. Survey held at London Date, First Survey 18<sup>th</sup> Sept. Last Survey 20<sup>th</sup> Sept. 1890

on the Steam Tug STAR OF ENGLAND Master J. Simpson

Tonnage: Built at Belfast By whom Workman, Clark & Co. When 1889 3

NET 2280 Owners Star of England S. & Co. Ltd. (J. P. Corry) Port belonging to Belfast

GROSS 3541 Owner's Address (if not already recorded in Appendix to Register Book.)

UNDER DEK. 3431 If Surveyed Afloat or in Dry Dock Afloat Name of Dock R. Albert Dock Destined Voyage Australia

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins.

(if these particulars are not yet recorded in the Register Book.)

Classed + LMC 4.89 100 A1 3.90

Last Survey, No. 51137 Port London

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship

in Summer 6 ft. 4 ins. in Winter 6 ft. 8 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Damage Repair.

This Vessel has been visited afloat in the R. Albert Dock, and in

consequence of damage sustained through collision in the River Thames on

her passage out last voyage (see London Report 50435, 17/3/90) has now

undergone the following repairs, viz:—

Starboard bow. The stem plate in the fifth strake below the sheer strake

fixed in place, the stem plates in the sixth and eighth strakes removed

made fair and replaced, one frame fixed and one reverse frame

repaired.

Wheel house aft. In consequence of damage caused by a heavy sea on

her homeward voyage the following repairs have now been effected to

the wheel house, viz:—

Wood of the plating of the port side removed, made fair and replaced.

Six frames to the same strengthened by the addition of reverse angle.

Six frames to the starboard side also strengthened in like manner. The

iron doors on each side repaired and strengthened by the addition of T iron.

P.T.A.

PRESENT CONDITION OF THE

Decks, Plank (Bottom) & Counter, Ceiling, Boats

Waterways, Treecells or Rivets, Rudder, Masts, Yards, &c.

Comings, Breasthooks and Stemson, Windlass & Capstan, Condition, how ascertained

Up'r Dk. Beams & Fastenings, Transoms, Pointers, & Crutches, Pumps, Sails

Low'r Dk. Beams & Fastenings, Timbers of Frame at the opening, Cement (if Iron Ship), Anchors No. of 3B, 1B, 2K

Plankbeams, Ditto ditto at other places, Caulking of Bottom, Dk, & Wat'rways, Cable, Stated to be complete

Sheerstrakes, Keelsons, Copper, or Y.M. (State if on Felt.), Hawser & Warps

Topsides, Clamps & Shells, When put on, Standing & Running Rigging

Wales, Engine Room Skylights, Coal Bunker, Openings, Lids, &c., Scuppers, Cargo & Main Hatchways, Hatches

General Observations, Opinion as to Class, Recommendation, &c.:

The Vessel, so far as seen, is in good and efficient condition, and

is eligible in my opinion to remain as classed without further

review of Survey.

Entry Fee (if chargeable) per Scale I., Sec. 27...

Office Fee (if chargeable) per Scale II., Sec. 27...

Survey Fee (per Section 28) ...

Special on Damage, Fee (if any) (per Sec. 28) ...

Certificate (if required) to be sent as per margin ...

Travelling Expenses (if chargeable) ...

Second Surveyor's Fee (if any) ...

Committee's Minute

Character assigned Remain as classed

24 fee

ROBERT EDMUND TAYLOR & SON, Commercial Steam Printers, 19, Old Street, Goswell Road, London.

LON691-0034

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51166 Long

Four of the angle iron beams removed, made fair and replaced, and three of them strengthened by the addition of an angle iron to each. Two of the beams fitted with pillars of  $2\frac{1}{2}$  in. dia. The after end of the house strengthened by the addition of three angle irons. and wood deck to the house rescaulked.

Chas. H. Jordan