

REPORT of SURVEY for REPAIRS, &C.

51882

No. 51882

Date of Writing Report

May 12th 1891

Received in London Office, WED. 13 MAY 1891

No. in Reg. Book.

Survey held at London

Date, First Survey April 7th

Last Survey May 7th 1891

7887

on the Steel screw steamer Star of England

Master J. Simpson

YEAR. MONTH.

TONNAGE:—

NET 2298

GROSS 3511

UNDER DEK. 3431

Built at Belfast

By whom Workman Clark & Co.

When 1889 3

Owners Star of England S.S. Co. (J.P. Barry & Co.)

Port belonging to Belfast

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

If Surveyed Afloat or in Dry Dock Dry dock & afloat Name of Dock Royal Albert Destined Voyage Australia

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. Character in Register Book.

Classed

Last Survey, No. 51166 Port London + L.M.C. 4-89

+100A1 9-90

(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. 5 ins. in Winter 6 ft. 9 1/2 ins.

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition & Alterations

This vessel has been examined in the Royal Albert dry dock and afloat in the Royal Albert dock; the bottom found in good condition has been cleaned and coated a few defective rivets in stern frame have been renewed.

The Topgallant Forecastle has now been extended aft for a distance of 64 feet from original forecastle, and built up on the top of original bulwark plating, and connected to it by vertical frames, consisting of steel angles 4" x 3" x 3/16" spaced about 4 ft apart, and stepped on to original main rail and connected to it by angle lugs 6" x 3 1/2" x 3/16" riveted with 3/4" two to each lug, and to the bulwark plating by three 3/4" rivets to each frame. The sides are of 3/16" steel plating fitted with double riveted butt straps and lapped on to the original bulwark plating & double riveted.

The deck beams are of steel angle bulbs 7 1/2" x 3" x 3/16" spaced one to each frame, and connected to them by knee plates 23" x 23" x 3/16" (over)

PRESENT CONDITION OF THE					
Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	where seen good
Waterways	"	Transverse Rivets	"	Rudder	good
Coatings	"	Breasthooks and Stemson	not seen	Windlass & Capstan	"
Up'r Dk. Beams & Fastenings	where seen good	Transoms, Pointers, & Crutches	"	Pumps	"
Low'r Dk. Beams & Fastenings	good	Timbers of Frame at the openings	where seen good	Cement (if Iron Ship)	not seen
Planksheers	"	Ditto ditto at other places	good	Caulking of Bot'm, D'k, & Watrways	good
Shaerstrakes	"	Keelsons	good	Copper, or Y.M. (State if on Felt.)	"
Topsides	"	Clamps & Shelves	"	When put on	"
Wales	"				
Engine Room Skylights	good	Coal Bunker, Openings, Lids, &c.	good	Scuppers	good
				Cargo & Main Hatchways	good
				Hatches	"

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

The vessel so far as seen is in good and efficient condition and is in our opinion eligible to remain as classed with record of survey 5-91

Entry Fee (if chargeable) per Scale I., Sec. 27..	£	:
Office Fee (if chargeable) per Scale II., Sec. 27..	£	:
Survey Fee (per Section 28)	£ 3	:
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)	£	:

Fees applied for, 15/5 18 91
Received by me, 19/5 18 91

Frank L. Sturgeon
Clerk R. Friedman

Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute Feb. 22 MAY 1891

Character assigned 100A1

allna &c.

Feb. 10 9 ft.

Steel stringer plates $36" \times \frac{1}{16}$ ~~and~~ fitted with gunwale angles $3 \times 3 \times \frac{1}{16}$ and fore and aft tie plates $12" \times \frac{1}{16}$ are riveted to beams one on each side of hatchways. Steel deck plates $\frac{9}{16}$ thick are riveted to beams in way of winches. extending, under 10^1 winch for 8ft fore and aft and 10ft thwartships and under 10^2 winches for 8ft fore and aft and 16ft thwartships. The deck is of Pitch Pine 3 inches thick, fastened to deck beams by galvanized bolts, and is ~~not~~ supported by two stanchions $2\frac{1}{2}$ inches dia to each beam. and further supported under winches by four ^{vertical} web plates 5ft wide $\times \frac{9}{16}$ thick riveted to above mentioned steel plates and extending to upper deck connected to it by square headed bolts through wood ~~into~~ deck and tapped into steel deck plate underneath, the edges of plates being stiffened with angles $4" \times 3" \times \frac{1}{16}$.

A bulkhead has been built across the after end of Forecastle consisting of steel plating $\frac{9}{16}$ thick with coaming plate $15" \times \frac{9}{16}$ and angle iron connecting it to deck $5" \times 3\frac{1}{2} \times \frac{9}{16}$ secured to upper deck by bolts through wood deck tapped into ^{deck} plating underneath the bulkhead, has two doorways in it closed by iron doors; and is supported on the inside by four channel irons $12" \times 3" \times \frac{1}{16}$ one on each side of the doorways, the centre between doorways is supported by five vertical web plates spaced about 3ft apart they are 5ft in width and $\frac{9}{16}$ thick extending from deck to deck and connected to them, their edges are stiffened by angles $4" \times 3" \times \frac{1}{16}$ the remainder of bulkhead is supported by vertical angles spaced about 2'-10" apart the angles being $7" \times 3" \times \frac{1}{16}$.

The sides of extension are supported by two web plates placed 20ft & 28ft-4ins forward from after end of extension the former being 5ft in width the latter 5'-6" wide at bottom tapering to 3'-0" at top their edges being stiffened with angles $4" \times 3" \times \frac{1}{16}$.

A wooden bulkhead 2" thick has also been fitted across the vessel from side to side at a distance of 5ft from original Forecastle bulkhead.

The addition to the Forecastle will not increase the tonnage to such an extent as to necessitate any alteration to the equipment. One freeing port on each side has been closed up.

The construction of this extension is similar to that carried out on the S.S. Star of Victoria see London report 51431.

Frank L. Sturgeon

Chas. St. John



Lloyd's Register
Foundation