

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

(Received at London Office THURS. 20 NOV 1891)

No. Date of Writing Report 26. 11. 91 18 Port of

No. in Reg. Book. 823 Survey held at London Date, first Survey 7 Last Survey Nov: 25 1891

823 on the Machinery of the S. S. "Star of England" Master No. of Visits 1

Tonnage { Gross 3696 Net 2424 Vessel built at Belfast By whom Wortman Clark & Co When 1889-3

Registered Horse Power 400 Engines made at Glasgow When 1889 Boilers, when made (Main) 1889 (Donkey)

No. of Main Boilers Owners J. P. Barry & Co. Port Belfast Voyage

Steam Pressure in Main Boilers 160 lbs. Surveyed Afloat or in Dry Dock Albert Class of Vessel & Machinery -1-100 A1

in Donkey Boiler (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) -1-117 C 4. 89

Last Survey No 51882 Port London

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 Main Boiler separately and make a thorough examination at this time?

Do. " Donkey " " " " "

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?

Did the Surveyor examine the Safety Valves of the Main Boiler?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Vessel placed in dry dock, sea counts: exp. & found in good condn. Propeller & its fastenings sound, & the tail shaft a good fit in Stern bush.

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. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

appears eligible to remain as classed.

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28).....	£ ✓ : ✓ :	
Special Damage Fee (per Section 28).....	£ : :	Received by me,
Travelling Expenses (if chargeable).....	£ : :	

Geo. E. Wilkinson
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required

Committee's Minute TUES. 1 DEC 1891

Assigned As now

State if a Report is also now sent on the Ship or if not, and when, one will be sent.

*Certificate to be sent to

16-L. R. P. H. Form No. 9.—Transfer Ink—5,000, 18/8/91
(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.



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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
report is eligible to remain
as classified.

C.S.S.
30.11.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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