

53090

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

(Received at London Office. TUES. 7 JUN 1892)

No. \_\_\_\_\_ Date of Writing Report 4<sup>th</sup> June 1892 Port of London

No. in Reg. Book 223 Survey held at London Date first Survey \_\_\_\_\_ Last Survey 4<sup>th</sup> June 1892

on the Machinery of the s.s. Star of England Master J. Simpson No. of Visits 1

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

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

No. of Main Boilers Two Owners Star of England S.S. Co. (Lim.) Port Belfast Voyage ✓

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock dry dock Class of Vessel & Machinery 150 A1

in Donkey Boiler ✓ (State name of Deck.) Royal Albert (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) 11.91

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ + LMC 4.89.

## Particulars of Examination and Repairs (if any) Condition

(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? No

Do. " Donkey " " " No

If this was not done, state for what reasons? Boiler Survey not due

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? No

At what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted ✓

Vessel placed in dry dock  
Examined propeller, four new manganese bronze blades fitted, Satisfactory  
Do. Stern bush & all sea connection fastenings found same  
in good order

## 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. 1,01, B.&M.S. 1,01 or L.M.C. 1,01, as the case may be.)

The machinery as far as seen is in good working order, and in my opinion the vessel is eligible to remain as classed in the Register Book

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	:	18
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	
				Received by me, 18

Robt. Balfour  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_

Committee's Minute FRI 10 JUN 1892

Assigned As now

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

\*Certificate to be sent to \_\_\_\_\_

16—LEPH—Form No. 9—Transfer Ink—\$,000, 27/2/92.

Insert Character of Ship and Machinery precisely as in the Register Book.