

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

FRI 4 AUG 1893

(Received at London Office)

Date of writing Report *3<sup>rd</sup> August 93* When handed in at Local Office *18* Port of *London*  
 No. in Reg. Book. *885* Survey held at *London* Date, First Survey *27<sup>th</sup> June* Last Survey *2<sup>nd</sup> August 93*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. "Star of England"* Master *J. Simpson*  
 Tonnage { Gross *3696* Net *2424* Vessel built at *Belfast* By whom *Workman, 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 *J. P. Barry & Co* Port *Belfast* Voyage *Australia*  
 Steam Pressure in Main Boilers *160* If Surveyed Afloat or in Dry Dock *Royal Albert dock*  
 in Donkey Boiler *90* (State name of Dock.) *Victoria dk.*

Last Survey No. *Port*Particulars of Examination and Repairs (if any) *S.S. No. 1.*

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. 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 (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. 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?

If the Survey is not complete state what arrangements have been made for its completion?

Yes.  
Yes.Yes.  
160 lbs.  
Yes.  
90 lbs.

Complete.

Vessel placed in dry dock. all sea & bilge connections examined; propeller shaft drawn inboard and examined. All cylinders, pistons, piston and slide valves, pumps and the whole of the shafting and crank pins examined. Both Main and Donkey boilers examined internally and externally & found in good condition. The safety valves of both Main & Donkey boilers examined and subsequently adjusted under steam the Main to 160 lbs & the Donkey to 90 lbs.

General Observations, Opinion, and Recommendation:— *this vessel's machinery is now*

(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. 9, 92, B.M.S. 9, 92 or L.M.C. 9, 92, as the case may be.)

*in safe working condition, eligible, in my opinion, to remain as classed, with record of L.M.C. 7.93. entered in Register Book.*

Office or Registration Fee (per Sec. 27) £

Survey Fee (per Section 28) £ *5-10-0*

Special Damage Fee (per Section 28) £

Travelling Expenses (if chargeable) £

Fees applied for

Received by me, *15/8/93*

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

\*State if Certificate is required

Committee's Minute *TUES. 8 AUG 1893*Assigned *+ L.M.C. 8.93*

Lloyd's Register Foundation

LON699-0372

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

\*Certificates to be sent to the Registrar of Shipping.

14-LRPH—Form No. 9—Transfer Ink—10/100, 20/100.

(The Surveyors are requested not to write on either the space for Committee's Minute.)

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



It is submitted that  
this vessel is eligible for  
THE RECORD + LMC 8-93

N.A.  
4-8-93

