

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

(Received at London Office 16/10/93)

Date of writing Report 15. 10. 93 18 When handed in at Local Office 18 Port of London

No. in Reg. Book. 892 Survey held at London Date, First Survey Oct. 12 Last Survey Oct. 14 1893 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel S. S. "Starling" Master

Tonnage Gross 804 Net 454 Vessel built at Newcastle By whom Palmers Co. When 1887-6

Registered Horse Power 120 Engines made at " When 1887 Boilers, when made (Main) 1887 (Donkey)

No. of Main Boilers Owners Gen. Stm. Nav. Co Port London Voyage

Steam Pressure in Main Boilers 150 lbs. Surveyed Afloat or in Dry Dock Nelson

in Donkey Boiler

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how long expired.	Machinery and Boiler Surveys (including date of N.B., if any).
-100 A1		-1 L.M.C. 2. 93.
3. 93		
S. S. Lon. no 1-93.		

Last Survey No. Port

Particulars of Examination and Repairs (if any) Condition

(Periodical Surveys, when held, must be reported in detail and serialim 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?

Vessel placed in dry dock, sea counter: examd. & found in good condtn. Wood in Stern bush much worn. - Propeller: dismounted: tail shaft: drawn & examd: found in good condition. Stern bush rewooded, & propeller replaced. Holes in after coupling broached out & new coupling bolts fitted.

General Observations, Opinion, and Recommendation: - As far as seen this vessel

(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.)

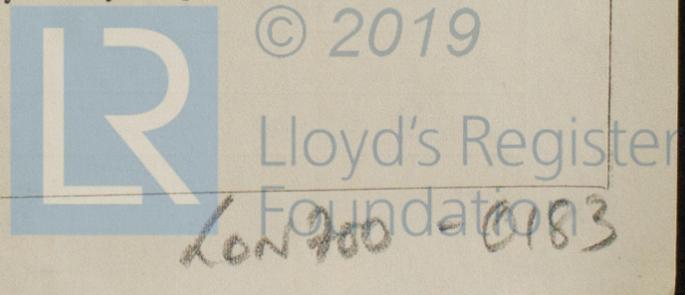
appr: eligible to remain as classed

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)	£	:	:	18

Received by me, Geo. E. Wickinson, Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required Committee's Minute Assigned as now.

FRI 20 OCT 1893



14-137E-Form No. 8-Transfer Ink-1900, etc. (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.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED.

On acct of tear & wear  
a slight repair was  
effected to the Machinery

W.A.

17-10-93

