

No. 56997

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

TUES. 8 OCT 1895

(Received at London Office)

Date of writing Report 5 Oct 1895 When handed in at Local Office 7-10-1895 Port of London

No. in Reg. Book. Survey held at London Date, First Survey Sept 1895 Last Survey 4 Dec 1895

730 on the Machinery of the Wood, Iron or Steel S.S. Starling Master A. Sakuma

Tonnage Gross 204 Net 67 1/2 Vessel built at Newcastle By whom Palmer & Co When 1887 YEAR. MONTH. 6

Registered Horse Power 178 Engines made at Green Dry Dock When 87 Boilers, when made (Main) 87 (Donkey) 87

No. of Main Boilers 1 Owners Gen Steu Saig Co Port London Voyage Balle

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Afloat on Tynes Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. 101 A Port London 694 L.M.C. 2.93

Particulars of Examination and Repairs (if any) S.S. No. 2 101 A 694 L.M.C. 2.93

Did the Surveyor personally go inside Main Boiler separately and make a thorough examination at this time? yes.

Do. " Donkey " " " yes.

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? yes.

At what pressure were they afterwards adjusted under steam? 142 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes.

To what pressure were they afterwards adjusted? 50 lb

Has the propeller shaft been drawn and examined at this time? yes.

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

Now done for S.S. No 2, cylinders, pistons, slide valves, all pumps, crank, thrust and tunnel shafts examined and found satisfactory. Tail shaft drawn in & examined and found good. Propeller stem - bush and sea connection, in satisfactory condition. Condenser examined and with Bilge Injection and Pumping connections found good. Main Boiler examined all Main Tubes now renewed and the lower portion of back plating of Port End - Crown Chamber and Stays in way of same renewed after repairs. This Boiler tested 177.5 lbs by water pressure found satisfactory. Safety Valves examined and adjusted as above. Donkey Boiler examined. Two small patches now put on lower part of firebox holding after repairs the Donkey Boiler tested by water pressure to 75 lbs per square inch. This Boiler tried under steam and safety valves adjusted as above.

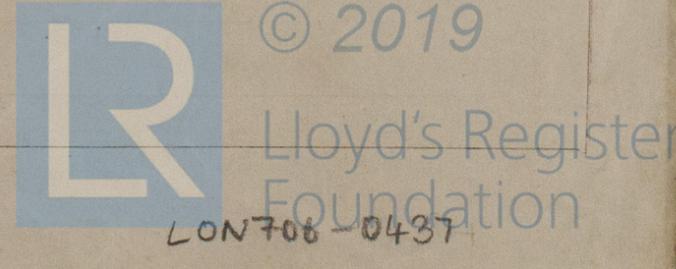
### General Observations, Opinion, and Recommendation:—

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4,94, B.&M.S. 4,94 or L.M.C. 4,94, 120 lb., F.D., &c.)  
The machinery of this vessel is now in good working condition and in my opinion eligible to remain as classed with fresh record of L.M.C. 9.95.

Office or Registration Fee (per Sec. 27).....	£ : : :	Fees applied for	10. 10. 1895
Survey Fee (per Section 28).....	£ 4. : . :		
Special Damage Fee (per Section 28)..... less 10%	£ 0 : 8 : 0		
Travelling Expenses (if chargeable).....	£ 3 : 12 : :	Received by me,	19/10/95

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

\*State if Certificate is required no.  
Committee's Minute FRI. 11 OCT 1895  
Assigned L.M.C. 10.95



Slight repairs to main & donkey  
boilers owing to wear & tear

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 vessel is eligible for  
THE RECORD + L.M.C. 10.95

*W.S.*

10.10.95.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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