

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

Date of writing Report 9th March 1896 When handed in at Local Office 18 Port of London  
No. in Reg. Book 952 Survey held at London Date First Survey Feb 30th Last Survey 7th March 1896  
on the Machinery of the ~~Wood, Iron or Steel~~ S.S. "Star of England" Master H. Wilson  
Tonnage Gross 3646 Net 2424 Vessel built at Belfast By whom Workman, Clark & Co When 1889 Boilers when made (Main) 1889 (Donkey) 1889  
Registered Horse Power 361 Engines made at Glasgow Owners J. P. Corry & Co Port Belfast Voyage New Zealand  
No. of Main Boilers 2 No. of Donkey Boilers 1  
Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Royal Albert wharf & dry dks. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

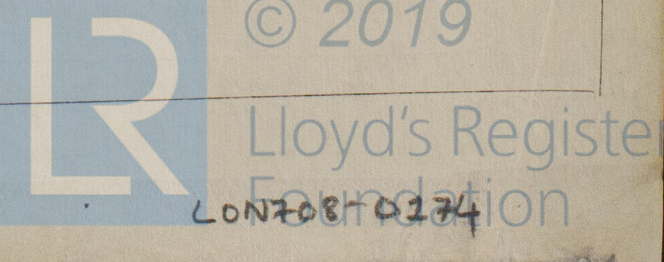
Last Survey No. Port Condition  
Particulars of Examination and Repairs (if any) and Part B.S.  
(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent 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? Yes.  
Do. " Donkey " " " No  
If this was not done, state for what reasons? S.B. under steam.  
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? Yes.  
Did the Surveyor examine the Safety Valves of the Main Boiler? 165 lbs. Starb. B. only.  
At what pressure were they afterwards adjusted under steam? No.  
Did the Surveyor examine the Safety Valves of Donkey Boiler? Not adjusted.  
To what pressure were they afterwards adjusted? No.  
Has the propeller shaft been drawn and examined at this time? No.  
If the Survey is not complete state what arrangements have been made for its completion? On vessel's return four months hence.  
Now done - Both Main boilers examined internally & externally. Their safety valves examined and the safety valves of the Starboard boiler adjusted under steam.  
Repairs - The saddle plate of the centre forward furnace of the port Main boiler was found to be cracked for a length of seven inches. This defective part was cut out and an efficient patch fitted.  
To complete B.S. - The Donkey boiler and its safety valves require to be examined, and the safety valves of this boiler and also the Port Main boiler to be adjusted under steam.  
Propeller & sea-connection fastenings examined & found in order.

General Observations, Opinion, and Recommendation: - This vessel's boilers, so far as seen, are in safe working condition and eligible, in my opinion, to remain as classed with record of B.S. 3.96, deferred until completion of above.

Office or Registration Fee (per Sec. 37) £ : :  
Survey Fee (per Section 28) £ 2 0 0  
Special Damage Fee (per Section 28) less 10% £ : 4 :  
Travelling Expenses (if chargeable) £ 1 16 :  
Fees applied for 9 Mar 1896  
Received by me R. Elliott.  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required  
Committee's Minute TUES. MAR 10 1896  
Assigned Deferred TUES 1 SEP 1896



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

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