

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

MON MAR 15 1897

Date of writing Report March 13 1897 When handed in at Local Office 18 Port of London
No. in Reg. Book 976 Survey held at London Date, First Survey 9 Mar Last Survey March 10 1897
on the Machinery of the Wood, Iron or Steel P.L. Star of New Zealand Master Ships
Tonnage { Gross 4712 Net 3637 Vessel built at Belfast By whom Watkinson Clark & Co. When 1895 YEAR. MONTH.
Registered Horse Power 457 Engines made at Do When 1895 Boilers, when made (Main) 1895 (Donkey) -
No. of Main Boilers 9 Owners J. P. Corry & Co. Port Belfast Voyage New Zealand
No. of Donkey Boilers - If Surveyed At or in Dry Dock At a Dry Dock
Steam Pressure in Main Boilers 180 lbs (State name of Dock.)
in Donkey Boilers -

Last Survey No. - Port -
Particulars of Examination and Repairs (if any) Docking
(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

CHARACTER.		Machinery and Boiler Surveys	
* for Special Survey. Date of last Survey and of Periodical Surveys.		Years Allowed not expired.	(including date of N.B., if any).
H 100 A.1. 9.96			H L.M.C. 3.95

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No
Do. " Donkey " " " Survey not due
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? -
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? Completed

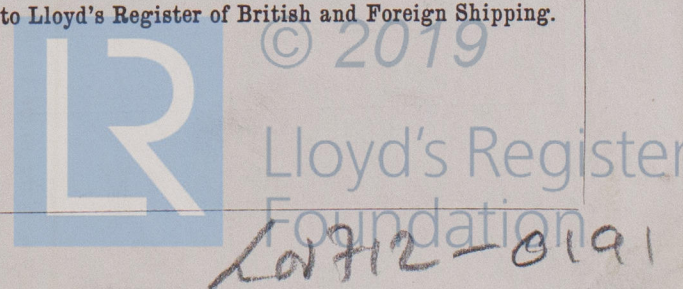
Examined screw shaft which was drawn in, propeller, stem bush, & sea connections for looseness.
Found after drawing of screw shaft - slack on shaft.
A new shaft has now been fitted.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now as far as seen in good condition & in my opinion the vessel is eligible to remain as classed & have her name removed from the Limitation List

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

*State if Certificate is required
Committee's Minute TUES 6 APL 1897
Assigned As now

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



Has a Survey also been held on Engine? If so, is the Report sent now, or when will it be sent?

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

New screw shaft fitted (on account of
liner being slack)

It is submitted that
this vessel is eligible to
remain as **CLASSED**.

LL
5/4/97

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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