

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

(Received at London Office)

SAT. 19 FEB 1898

Date of writing Report *Feb. 18<sup>th</sup> 98* When handed in at Local Office *18* Port of *London*  
 No. in Reg. Book. Survey held at *London* Date, First Survey *Jan 25* Last Survey *Feb. 18 1898*  
*1007* on the Machinery of the *Wood, Iron or Steel* *S.S. "Star of England"* Master *Leech*  
 Tonnage { Gross *3782* Vessel built at *Belfast* By whom *Workman, Clark & Co. Ltd* When *1889* Boilers, when made (Main) *1889* (Donkey) *1889*  
 Net *2432* Engines made at *Glasgow* Owners *J. P. Corry & Co.* Port *Belfast* Voyage *New Zealand*  
 Registered Horse Power *387* No. of Main Boilers *2* No. of Donkey Boilers *2*  
 Steam Pressure in Main Boilers *160 lbs* If Surveyed Afloat or in Dry Dock *Victoria & Albert Docks* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
 in Donkey Boilers *90 lbs*

Last Survey No. *28* Port *B.S.*Particulars of Examination and Repairs (if any) *B.S.*

(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.)

Did the Surveyor personally go inside each 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? *165 lbs.*Did the Surveyor examine the Safety Valves of Donkey Boiler? *Yes*To what pressure were they afterwards adjusted? *83 lbs.*Has the propeller shaft been drawn and examined at this time? *No*If spare propeller shaft fitted, state whether new? *✓*State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? *✓*If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Completed.*

*Examined Main and Donkey Boilers internally and externally and safety valves; found same all in good condition.*

*Safety valves adjusted under steam to the above pressures.*

General Observations, Opinion, and Recommendation:—*This vessel's Boilers are now in good condition & in my opinion the vessel is eligible for the record B.S. 2.98*

Office or Registration Fee (per Sec. 27) *£ 2 : 0 : 0*  
 Survey Fee (per Section 28) *£ 2 : 0 : 0*  
 Special Damage Fee (per Section 28) *£ 4 : 0 : 0*  
 Travelling Expenses (if chargeable) *£ 1 : 16 : 0*

Fees applied for

*19/2 18 98**90/1*

Received by me,

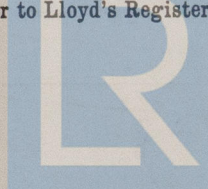
*28/2/98*

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

\*State if Certificate is required

Committee's Minute

TUES. 22 FEB 1898

Assigned *B.S. 2.98*

Lloyd's Register Foundation

LON 714-0442



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.

B. S. 2, 98

18/2/98

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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