

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

(Received at London Office. **TUES. 7 FEB 1899**)

Date of writing Report *4 Feb* 18 *99* When landed in at Local Office *4 Feb* 18 *99* Port of *London*
No. in Reg. Book. *1042* Survey held at *London* Date, First Survey *26 May* Last Survey *30 Jan*
1042 on the Machinery of the *Wood, Iron or Steel* *S.S. "Starling"* Master *Cole*
Tonnage { Gross *804* Net *457* Vessel built at *Newcastle* By whom *Palmer & Co. Ltd* When *1887* 6
Registered { Horse Power *128* Engines made at *Gen Steam & Ice Co* When *87* Boilers, when made (Main) *87* (Donkey) *87*
No. of Main Boilers *1* Owners *Gen Steam & Ice Co* Port *London* Voyage *Hamburg*
No. of Donkey Boilers *1*
Steam Pressure—
in Main Boilers *150 lb* If Surveyed Afloat or in Dry Dock *In Dep'd Dry Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Donkey Boilers *45*

Last Survey No. _____ Port _____
Particulars of Examination and Repairs (if any) *Do nothing* *+100 A. 1. 4. 98* *+1. M. C. 10. 98*
(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.) *J. J. L. 10. 2. 95* *B. S. 4. 98*

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? To 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 under steam?
Has the propeller shaft been drawn and examined at this time? *yes* 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? *New wood.*
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Complete.*

*Answered: - Tail Shaft drawn in and examined and found in good order. All Sea Connections overhauled and found in good condition.
Propeller found satisfactory.
New wood lining put in Stern-bush.*

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, H.S. 9, 97, H.&M.S. 9, 97 or L.M.C. 9, 97, 120 lb., F.D., &c.)
The Machinery of this vessel so far as has been seen is in good order and in my opinion capable to remain as has been classed without further remark.

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) £ : :
Received by me, _____
State if Certificate is required _____
Committee's Minute **TUES. 28 FEB 1899**
Assigned *As now*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Screw shaft examined
Stern bush rewooded.

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

A.C.H.

27.2.99

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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