

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

THUR, 30 MAR 1899

(Received at London Office)

Date of writing Report *March 29<sup>th</sup> 99* When handed in at Local Office *is* Port of *London*  
No. in Reg. Book *1035* Survey held at *London* Date, First Survey *Mar 6* Last Survey *March 29 1899*  
*on the Machinery of the Wood, Iron or Steel* *P.S. Star of New Zealand* Master *Reed*  
Tonnage { Gross *4840* Net *3124* Vessel built at *Belfast* By whom *Workman Clark & Co* When *1895* Boilers, when made (Main) *1895* (Donkey) *—*  
Registered Horse Power *457* Engines made at *5<sup>th</sup>* Owners *(J.P. Carr & Co)* Port *Belfast* Voyage *New Zealand*  
No. of Main Boilers *3* No. of Donkey Boilers *0* Steam Pressure in Main Boilers *180 lb* If Surveyed Afloat or in Dry Dock *Victoria St. R.A. 5<sup>th</sup> Dry Dock*  
in Donkey Boilers *0* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER.	Year Assigned how expired	Machinery and Boiler Surveys (including date of N.B., if any).
<input checked="" type="checkbox"/> for Special Survey. Date of last Survey and of Periodical Surveys.		
<i>100 R.I. 9.98</i>		<i>L.M.C. 3.95</i>

Last Survey No. *—* Port *—*  
Particulars of Examination and Repairs (if any) *P.S. 70-7.*

(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 " " " " " " "

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.*

To what pressure were they afterwards adjusted under steam? *183 lb*

Did the Surveyor examine the Safety Valves of Donkey Boiler? *No.*

To what pressure were they afterwards adjusted under steam? *✓*

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? *3/16"*

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Done completed a vessel's return*

*in about 5 months. To complete the survey. The screw shaft to be examined. Examined Main Boilers internally & externally & Safety valves, also Cylinders pistons, valves, pumps & condensers, Sea & bilge connections, crank, thrust, & turner shafts, propeller, Stern bush & fastenings.*

*Repairs due to wear & tear. Fifty Condenser Tubes renewed & all condenser Tubes repacked. Five furnaces of Main Boilers which were deflected have now been jacked up fair.*

*Safety valves adjusted under steam as above.*

General Observations, Opinion, and Recommendation:—*This Vessel's Machinery is now in*

(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. 9,97, B.&M.S. 9,97 or L.M.C. 9,97, 140 lb., F.D., &c.)

*good condition as far as seen & in my opinion the vessel will be eligible for the record L.M.C. 3.99 when the survey has been completed & subject to the furnaces being again examined on vessel's return*

Office or Registration Fee (per Sec. 27).....	£	4	4	18 99
Survey Fee per Section 28).....	£	5	10	0
Special Damage Fee (per Section 28).....	£	11	0	0
Travelling Expenses (if chargeable).....	£	4	19	0

Fees applied for

*4/4 18 99*

Received by me,

*7.4 18 99*

State if Certificate is required

Committee's Minute

FRI. 7 APR 1899

FRI. 26 MAY 1899

FRI. 24 NOV 1899

Assigned

*893.99 subject*

*P.M. Salmon.*

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

Lloyd's Register Foundation

Low 718 - 0080



Main Boiler examined, five  
furnaces which were deflected  
now set fair.

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 <sup>is</sup> eligible for  
THE RECORD. — E.M.C. 3.99

When the Screw shaft has  
been examined, and  
is eligible for P.S. 3.99.

subject to furnaces  
having examined  
on vessels return  
Sept 1899.

A.C.H.

6.4.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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