

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

(Received at London Office

TUES. 16 MAY 1899

Date of writing Report *May 16th 99* When handed in at Local Office *18* Port of *London*
No. in Reg. Book. *1035* Survey held at *London* Date, First Survey *April 11* Last Survey *May 12th 1899*
on the Machinery of the Wood, Iron or Steel *S.S. Star of New Zealand* Master *Reed*
Tonnage { Gross *4040* Net *3124* Vessel built at *Belfast* By whom *Workman Clark & Co.* When *1895* Boilers, when made (Main) *1895* (Donkey) *—*
Registered Horse Power *457 3/4* Engines made at *Do.* Port *Belfast* Voyage *New Zealand*
No. of Main Boilers *3* Owners *J. F. Corry & Co.* If Surveyed Afloat or in Dry Dock *Millwall Dry Dock & Pumping Station*
No. of Donkey Boilers *0* Steam Pressure in Main Boilers *180 lb.* in Donkey Boilers *0*

Last Survey No. *—* Port *—*
Particulars of Examination and Repairs (if any) *Donkey & Furnaces* *1100 A. 1.3.99.* *F.L.M.C 3.95*
B.S. 3.99.

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? *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? *1/8"*
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? *Completed*

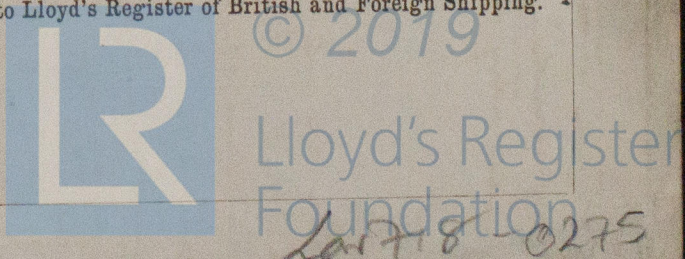
Damaged propeller, stern bush & sea connections fastenings, found all in good condition.
The furnaces were again examined, the furnaces of the centre boiler were found to be slightly out of shape, these have now been jacked up fair.

Limit expires 9.99

General Observations, Opinion, and Recommendation:— *The Machinery of this vessel is now as far as sea is good condition & in our opinion the vessel is eligible to remain as classed & have name expunged from Limitation List as regards Main boiler furnaces.*

Fees applied for
Registration Fee (per Sec. 27) £ *—*
Survey Fee (per Section 28) £ *—*
Damage Fee (per Section 28) £ *—*
Selling Expenses (if chargeable) £ *—*
Received by me, *W. Salmon & D. Ritchie*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *Deferred*
Signed *—*
FRI. 26 MAY 1899
FRI. 24 NOV 1899



S.S. due 3.99. Completion not stated

Main Boiler furnaces now
fired. The furnaces were
slightly out of form.

It is submitted that
this vessel is eligible to
remain as CLASSED, and
will be eligible for
S.M.B. 3.99. when
the Screw shaft has
been examined.
Vessel name to
be removed
from List

A.C.H.

25.5.99.

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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