

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

TUES. 16 MAY 1899

(Received at London Office)

Date of writing Report *May 16th 99* When handed in at Local Office *18* is *Port of London*

No. in Reg. Book *1035* Survey held at *London* Date, First Survey *April* Last Survey *May 12th 1899*

1035 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.* Owners *J.F. Corry & Co.* Port *Belfast* Voyage *New Zealand*

No. of Main Boilers *3* No. of Donkey Boilers *0* If Surveyed Afloat or in Dry Dock *Millwall Dry Dock & Pump*

Steam Pressure— in Main Boilers *180 lb.* in Donkey Boilers *0*

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years since last Survey. * if now expired.	Machinery and Boiler Surveys. (including date of N.B., if any).
<i>100 A. 1. 3. 99.</i>	<i>18</i>	<i>F.L.M.C. 3. 95</i> <i>B.S. 3. 99.</i>

Last Survey No. *—* Port *—*

Particulars of Examination and Repairs (if any) *Donkey & Furnaces*

(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?

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" Completed*

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.*

Registration Fee (per Sec. 27)..... £	Fees applied for
Survey Fee (per Section 28)..... £	18
Material Damage Fee (per Section 28)..... £	Received by me,
Printing Expenses (if chargeable)..... £	18

Signature: *R. Salmon & D. Ritchie*
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

S.S. dec 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.C. 3. 99. when
the Survey Staff has
been examined.
Vessel name to
be removed
from Limit List

A.C.H.

25. 5. 99.

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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