

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

(Received at London Office

MON 20 NOV 1999

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Date of writing Report Nov 18th 18 99 When handed in at Local Office 18 Port of London

No. in Reg. Book. 1105 Survey held at London Date, First Survey Nov 3 Last Survey Nov 13 3 18 99

on the Machinery of the Wood, Iron or Steel S.S. Star of New Zealand Master Frederick

Tonnage { Gross 4840 Net 3124 Vessel built at Belfast By whom Workman, Clark & Co When 1895 3

Registered Horse Power 457 Engines made at Do When 1895 Boilers, when made (Main) 1895 (Donkey) —

No. of Main Boilers 3 Owners J. P. Corry & Co Port Belfast Voyage Australia

No. of Donkey Boilers 0 If Surveyed Afloat or in Dry Dock A-a-g Dry Do

Steam Pressure— in Main Boilers 180 lb (State name of Dock.)

in Donkey Boilers 0

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

CHARACTER.	Steel	Machinery and Boiler

Last Survey No. _____ Port _____		Date of last Survey and of Periodical Surveys. _____	Year assigned _____	Year exp. _____	(including date of N.B., if any). _____
Particulars of Examination and Repairs (if any) <i>Compd L.M.C.</i>		<i>100 A. 1. 3. 99.</i>			<i>L.M.C. 3. 95.</i>

(Periodical Surveys, when held, must be reported in detail and serialism 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	"	"	"
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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 the

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were the

Has the propeller shaft been drawn and examined at this time? 110. If spare propeller shaft fitted, state what

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 7/16"

...but arrangements have been made for its completion and what remains to be done?.....

Examined propeller, stem bush and ends of propeller shaft. All in good condition.
The Main Boiler furnaces were again examined and gauged and were found not to have altered in shape since last examination.

General Observations, Opinion, and Recommendation:—This vessel's Machinery is now

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery, 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, 140 lb., F.D., &c.)

as far as seen in good condition & in my opinion the vessel is
eligible for the record H. M. C. 3. 99.

Office or Registration Fee (per Sec. 27).....	£	:	:	Fees applied for _____ 10 _____ _____ Received by me, _____ 10 _____
Survey Fee (per Section 28).....	£	:	:	
Special Damage Fee (per Section 28).....	£	:	:	
Travelling Expenses (if chargeable).....	£	:	:	

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

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

LR Lloyd's Register Foundation

CON720-0087

N.B.—If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much warped as to be

It is submitted that
this vessel is eligible for
THE RECORD. * L.M.C. 3.99.

OK
23/11/99

RL
23.11.99



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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.