

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

(Received at London Office)

MON. 15 MAY 1905

Date of writing Report \_\_\_\_\_ When handed to at Local Office 13 May 1905 Port of Newcastle on Tyne

No. in Survey held at North Shields Date, First Survey 4 April 05 Last Survey 12 May 1905

7. Book. 145 on the Machinery of the Wood, Iron or Steel of Ben. Edra Master Star of the Isles (No. of Visits 17)

Age } Gross 83 Vessel built at Aberdeen By whom Hall Russell & Co When 1901 - 12  
 Net 52 Engines made at Aberdeen By whom Hall Russell & Co When 1901

Registered } 62 Boilers, when made (Main) 1901 (Donkey)   
 Horse Power }  
 of Main Boilers 153 Owners North British Steam Navigation Co Port Aberdeen Voyage Cape Town

Donkey Boilers  Pressure 160 lb If Surveyed Afloat or in Dry Dock Shields Cairnway Co  
 Main Boilers  (State name of Dock.) dry dock + 8 offside

Donkey Boilers

Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) Part R.M.C. 1

CHARACTER * for Special Survey Date of last Survey and of Periodical Surveys.	Years Annual expired.	Machinery and Boiler Survey (Including date of N.E., if any).
<u>H 100 A 1</u>		<u>R M C</u>
<u>Star Trawler</u>		<u>12.01</u>
<u>6.04</u>		

Special Surveys, when held, must be reported in detail and serially in the forms of the Rules. State clearly 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 those being detailed in the body of the report, should be briefly summarised at the end of the report. State also the date and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined?  also whether any damage report was made, and, if so, by whom?

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time Yes, found in good condition

" " Donkey " " " " "

Where not done, state for what reasons? \_\_\_\_\_

What parts of the Boilers could not be thus thoroughly examined?

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?

Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? not adjusted

Surveyor examine the Safety Valves of Donkey Boiler? - To what pressure were they afterwards adjusted under steam? -

Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? Yes, and of the Donkey Boiler? \_\_\_\_\_

Surveyor examine the drain plugs of the Main Boilers? -, and of the Donkey Boiler? \_\_\_\_\_

Surveyor examine all the mountings of the Main Boilers? Yes, and of the Donkey Boiler? \_\_\_\_\_

Screw shaft been drawn and examined at this time? Yes If spare screw shaft fitted, state whether new?

The distance between lignum vitae of stern bush and top of after bearing of screw shaft? lower half bush rewooded

Where survey is not complete state what arrangements have been made for its completion and what remains to be done? Main boiler to be examined

and safety valves adjusted under steam. It is expected that this will be done in the course of a few days.

Vessel dry docked. The propeller Tail end shaft, sea connections, discharge pipes and their outside fastenings examined and overhauled - The thrust, prop shafts, Cy. cylinders, pistons, Slide Valves Condenser, pumps, and various connections examined and overhauled a few repairs effected as required. Main steam pipes tested to three hundred + twenty pound by hydraulic pressure after being annealed, and one flange re-traced. - The donkey boiler examined and found in good order a few minor repairs effected.

Spare Tail Shaft supplied (Clyde R.G.S. 3169.N. 28. 4. 15.) A. Refurbishing out is being fitted on board the owners representative states that it is not desired that this should be done under special survey no Certificate being required.

General Observations, Opinion, and Recommendation: -

In my opinion the machinery is now so far as seen in good condition and eligible to remain as classed with record of R.M.C. M.S. 25, and B.S. 505 when the Survey is completed as stated above.

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 pressure, &c.: thus, for example, B.S. 000, B.S. H.S. 000, or L.M.C. 000, 100 lb., F.D., &c.)

In my opinion the machinery is now so far as seen in good condition and eligible to remain as classed with record of R.M.C. M.S. 25, and B.S. 505 when the Survey is completed as stated above.

Registration Fee (per Sec. 27) ..... £ 2

Fee (per Section 23) ..... £ 2.10

Damage or Repair Fee (if any) (per Section 25) ..... £ 5

Travelling Expenses (if chargeable) ..... £ 2.5

Fees applied for 3 MAY 1905

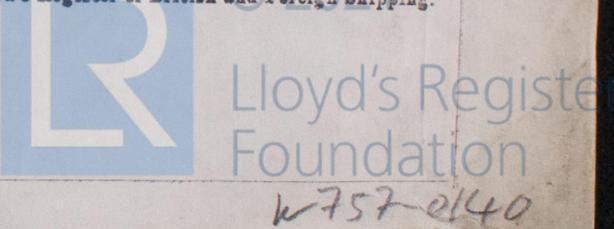
Received by me, Leonard Shalloors

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

State if Certificate is required \_\_\_\_\_

Committee's Minute FRI. 19 MAY 1905

Assigned + Lm 65.03



Insert Character of Ship and Machinery precisely as in the Register Book.

\* Certificate to be sent

H. No. 1. d. 12. 05. It is completed in a few days.

It is submitted that this vessel WILL BE eligible for the record

H.L.M.C. 5. 05 when the safety valves have been adjusted

P. 5. 05

REF. MCHY FITTED.

Impd 19. 5. 05

Impd 15. 5. 05

See wire received 19. 5. 05. It is submitted that this vessel is eligible for THE RECORD H.L.M.C. 5. 05

H.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 to cause it to show through to the other side.

RETTAINED

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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