

REPORT of SURVEY for REPAIRS, &c.

51431

No.

Date of Writing Report Dec^r 30th 1890 Port of London

Received in London Office,

No. in Reg. Book.

Survey held at London

Date, First Survey Dec^r 3rd Last Survey Dec^r 29th 1890

788 on the Steel Screw Steamer "Star of Victoria" Master John Smyth

TONNAGE:—

NET 2116

GROSS 3240

UNDER DK. 3485

Built at Belfast

By whom Workman Clark & Co When 1887

Owners J. J. Corry & Co

Port belonging to Belfast

Owner's Address (if not already recorded in Appendix to Register Book.)

If Surveyed Afloat or in Dry Dock Dry Dock Name of Dock R. Albert Dock Destined Voyage Australia

Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. (if these particulars are not yet recorded in the Register Book.)

Classed

Years assigned, if a Wood Ship.

Character in Register Book.

Last Survey, No. 50544 Port London

+LMC 3-87

+100.A.1

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard (if assigned) as painted on Ship } in Summer 6 ft. 2 ins. in Winter 6 ft. 7 ins. To statutory Deck line -

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition & Alterations.

This vessel has been examined in the Royal Albert Dry Dock and afloat in the Royal Albert Dock, the bottom found in good order, has been cleaned and re-coated.

The Top Gallant Forecastle has now been extended aft for a distance of 58 feet, and built on to the top of the original Bulwark plating, and connected thereto by vertical frames consisting of Steel Angles 4 x 3 x 1/2 spaced about 4 feet apart stepped on to the wood Main Rail and connected thereto, by small angle lugs 6 x 3 1/2 x 1/2 and to the Bulwark plating by three rivets. The sides plated with 1/16 Steel plates double rivetted at butts and lapped on to the inside of the Bulwark plating.

The deck beams consisting of Steel Bull Angles 7 1/2 x 3 x 9/16 connected to each frame by plate knees 23 x 23 x 9/16. Two 2 1/2 pillars to each beam. A steel stringer plate 36 x 9/16 being rivetted to the beams and fitted with a gunwale angle 3 x 3 x 9/16 - Fore and aft tie plates

PRESENT CONDITION OF THE

Decks	Good	Plank (Bottom) & Counter	Good	Ceiling	Good	Boats	4. Good
Waterways	"	Transoms or Rivets	"	Rudder	"	Masts, Yards, &c.	"
Comings	"	Breasthooks and Stemson	Not seen	Windlass & Capstan	"	Condition, how ascertained	From Deck
Up'r Dk. Beams & Fastenings	"	Transoms, Pointers, & Crutches	"	Pumps	"	Sails	Stated to be good
Low'r Dk. Beams & Fastenings	"	Timbers of Frame at the opening	"	Cement (if Iron Ship)	"	Anchors	No. of 3 B. 18. 2 K
Plank sheers	"	Ditto ditto at other places	"	Caulking of Bot'm, D'k, & Wat'rways	"	Cables	Good
Sheerstrakes	Good	Keelsons	Not seen	Copper, or Y.M. (State if on Felt.)	"	Hawsers & Harps	"
Topides	"	Clamps & Shells	"	When put on	"	Standing & Running Rigging	"
Wales	"					Hatches	Good
Engine Room Skylights	Good	Coal Bunker, Openings, Lids, &c.	Good	Scuppers	Good	Cargo & Main Hatchways	Good

General Observations, Opinion as to Class, Recommendation, &c.:

This vessel appears in good and efficient condition and eligible in our opinion to remain as classed and have record of survey 12. 90

Entry Fee (if chargeable) per Scale I., Sec. 27...	£	:	:
Office Fee (if chargeable) per Scale II., Sec. 27...	£	:	:
Survey Fee (per Section 28)	£	3	3
Special on Damage, Fee (if any) (per Sec. 28)	£	:	:
*Certificate (if required) to be sent as per margin	£	:	:
Travelling Expenses (if chargeable)	£	:	:
Second Surveyor's Fee (if any)	£	:	:

Fees applied for,

24/1 1891

Received by me,

5/1 1891

C. H. Jordan

Robert J. Johnson

FRI 19 AUG 1892

Chas. H. Jordan

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

Committee's Minute TUES 8 JAN 1891

FRI 8 JAN 1891

FRI 7 AUG 1891

Character assigned

100A1

F104

TUES. 9 FEB 1892

TUES. 16 FEB 1892

TUES. 8 MAR 1892

$12 \times \frac{9}{16}$ also rivetted to the beams on each side of Hatchways.

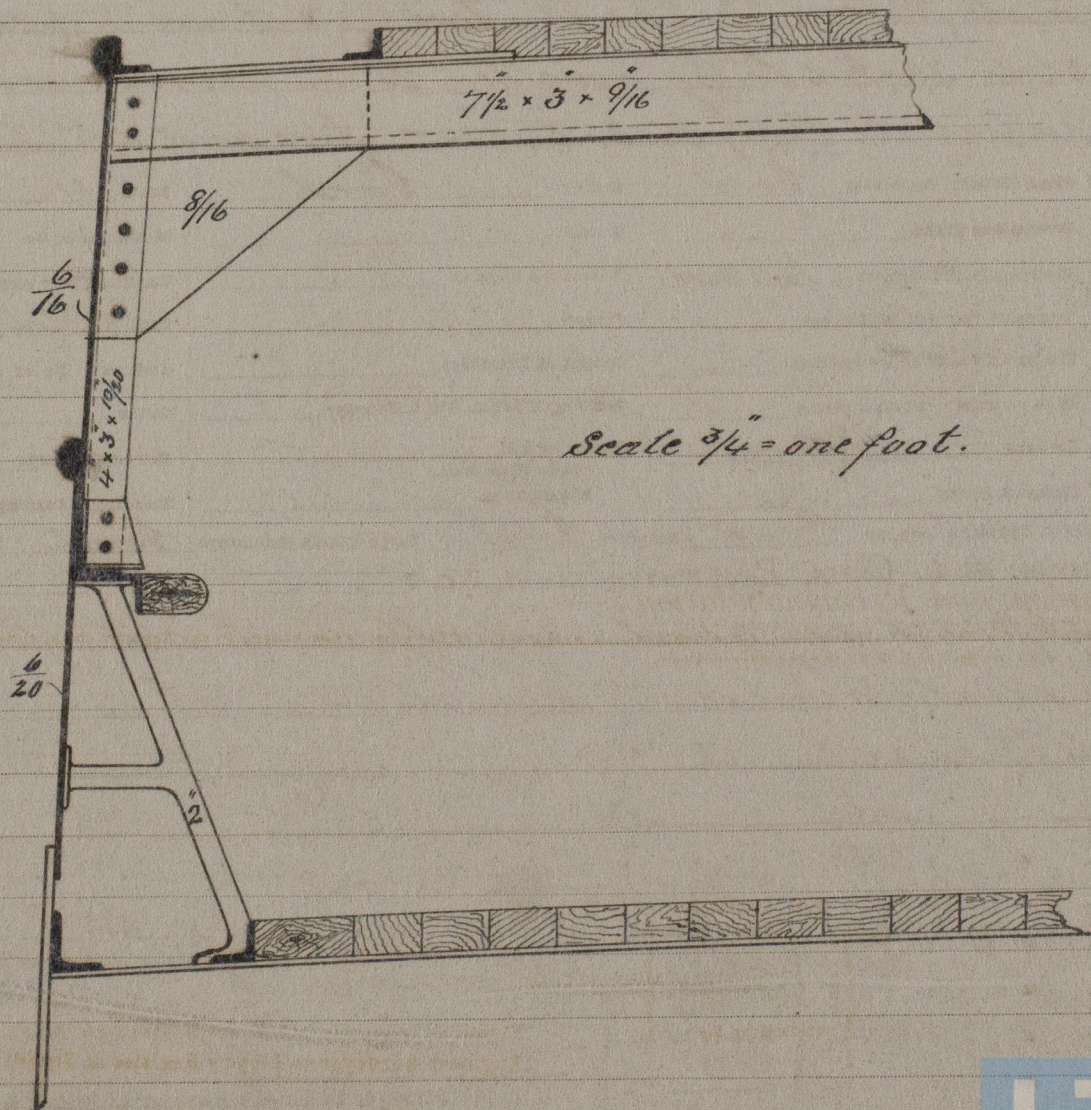
The deck being of Pitch Pine 3 inches thick.

A bulkhead has been built across the after end, consisting of steel plating $\frac{5}{16}$ thick, craming plate $15 \times \frac{9}{16}$ with angle $5 \times 3\frac{1}{2} \times \frac{9}{16}$ secured to the upper deck by square headed screw bolts, through the wood deck and tapped into the steel deck plating underneath, the bulkhead being supported on the inside in the centre, by five vertical web plates 5 feet in width & $\frac{9}{16}$ thick about 3 feet apart, extending from deck to deck, their edges being stiffened with angles $4 \times 3 \times \frac{7}{16}$. The sides being supported by two vertical ^{Bulb} angles $7\frac{1}{2} \times 3\frac{1}{2} \times \frac{9}{16}$ (one on each side of doorway) and two vertical angles $7 \times 3 \times \frac{9}{16}$ between the latter and the side of vessel.

The sides of the extension are supported by two web plates situated 20 feet and 28' 6" respectively before the after bulkhead one being 5' 7" in width, the other being 5' 7" at the bottom tapering to 3' 2" at the top, and stiffened at their edges with angles.

The addition to the Forecastle will not increase the tonnage to such an extent as to necessitate any alteration in the equipment.

The following sketch shows the manner in which the structure has been connected to the Bulwarks. -



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