

REPORT of SURVEY for REPAIRS, &c.

52181

Received in London Office,

SAT. 1 AUG 1891

No. 824 Date of Writing Report 31st July 1891 Port of London
 No. in Reg. Book 2116 Survey held at London Date, First Survey 9th July Last Survey 24th July 1891
 (No. of Visits 1)
824 on the Star of Victoria Master Star of Victoria S.S. Co. Ltd. (J.P. Conry & Co.) Port belonging to Belfast

TONNAGE:—
 NET 2116 Built at Belfast By whom Workman, Clark & Co. When 1887
 GROSS 3240 Owners Star of Victoria S.S. Co. Ltd. (J.P. Conry & Co.) Port belonging to Belfast
 UNDER DEK. 3085 Owners' Address (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock by Dock Name of Dock Royal Albert Destined Voyage Australia
 Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth ft. ins. 12.90
 (if these particulars are not yet recorded in the Register Book.)

Last Survey, No. 51431 Port Lon

(State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Society's Freeboard Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and Initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR

Part I. S. No. 1.

This vessel has been examined in the Royal Albert dry dock, and afloat in the Royal Albert and Victoria Docks.

The bottom found in good order has been cleaned and painted, and several rivets in the rudder plating renewed.

Nos. 3 and 4 holds have now been cleared, the timber boards along the sides of the double bottom tanks have been lifted, the timbers cleaned out, and the cement examined and found in good order.

The upper side bunkers have been examined and now cleaned & painted.

The lower side bunkers have been examined on the starboard side for a distance of 14 frame spaces from the forward end, and on the port side for a distance of 6 frame spaces from the forward end.

The cross bunker could not be examined as it was being filled with coal.

The double bottom tanks in Nos. 3 and 4 holds, and under the engines & boilers have been cleaned out, and examined as far as practicable there being a quantity of water along the middle compartments, but as far as could be

PRESENT CONDITION OF THE		Boats	
Decks	<u>Good</u>	Blank (Bottom) & Counter	<u>Good</u>
Waterways	<u>Good</u>	Keelsons or Rivets	<u>Good</u>
Comings	<u>Good</u>	Breasthooks & Stemson	<u>Good</u>
Up'r Dk. Beams & Fastenings	<u>Good</u>	Transoms, Pointers, & Crutches	<u>Good</u>
Low'r Dk. Beams & Fastenings	<u>Good</u>	Timbers of Frame at the openings	<u>Good</u>
Plank sheers	<u>Good</u>	Ditto ditto at other places	<u>Good</u>
Sheerstrakes	<u>Good</u>	Keelsons	<u>Good</u>
Topsides	<u>Good</u>	Clamps & Shelves	<u>Good</u>
Wales	<u>Good</u>	Ceiling	<u>Good</u>
Engine Room Skylights	<u>Good</u>	Rudder	<u>Good</u>
Coal Bunker, Openings, Lids, &c	<u>Good</u>	Windlass & Capstan	<u>Good</u>
Scuppers	<u>Good</u>	Pumps	<u>Good</u>
Cargo & Main Hatchways	<u>Good</u>	Cement (if Iron Ship)	<u>Good</u>
Hatches	<u>Good</u>	Caulking of Bottom, D'k, & Watrways	<u>Good</u>
		Copper, or Y.M. (State if on Felt.)	<u>Good</u>
		When put on	<u>Good</u>
		Boats	<u>4</u>
		Masts, Yards, &c.	<u>Good</u>
		Condition, how ascertained	<u>Examined</u>
		Sails	<u>Good</u>
		Anchors No. of	<u>38, 18, 2K</u>
		Cables	<u>Stated to be complete</u>
		Hawsers & Warps	<u>Good</u>
		Standing & Running Rigging	<u>Good</u>

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

The vessel, so far as seen, is in good and efficient condition and eligible in my opinion to remain as classed, with record of survey 7.91, and on completion of the survey in accordance with this report to have notation S. S. No. 1

Entry Fee (if chargeable) per Scale I, Sec. 27...	£	:	
Office Fee (if chargeable) per Scale II, Sec. 27...	£	:	
Survey Fee (per Section 28)	£	:	
Special as Damage, Fee (if any) (per Sec. 28)	£	:	
*Certificate (if required) to be sent at per margin	£	:	
Travelling Expenses (if chargeable)	£	:	
Second Surveyor's Fee (if any)	£	:	
Fees applied for,			
18			
Received by me,			
18			

Chas. H. Jordan

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

FRI. 7 AUG 1891

19 AUG 1892

TUES. 8 MAR 1892

TUES. 16 FEB 1892

TUES. 9 FEB 1892

Committee's Minute 17.5.91
 Character assigned Deferred for completion of survey

+L. M. 6. 7/91

seen the cement appeared to be in good order. The girders and under side of the top of the tank under the boilers were in a scaly condition, the boilers being very near the tank top. The tanks have been tested under pressure.

The after trimming tank has been cleaned out and examined, and tested under pressure.

The greater portion of the upper compartment of the fore peak has been examined, the rest of this compartment and the whole of the lower part of the peak being full of patent fuel could not be examined but so far as seen it appeared to be in good order.

The upper part of the after peak has been examined but the lower part could not be seen as it was full of patent fuel.

The compartment at the after end of the shaft tunnel has been examined.

The masts & spars have been examined and found in good order.

The forecabin deck has now been recaulked.

No. 1 and 2 holds were examined in anticipation of the S.S. No. 1 on a previous occasion, see London Report 49928, 9/10/89.

To complete the S.S. No. 1, the following now remains to be done, viz:

The lower side bunkers to be cleared and examined on the starboard side from the 15th frame space from the forward end to the after end, and on the port side from the 7th frame space from the forward end to the after end.

The cross bunker to be cleared and examined.

The owners have been informed of the above as per memo copy of letter attached.

Chas. H. Jordan