

REPORT of SURVEY for REPAIRS, &c.

No. 52694

FRI 5 FEB 1892

Date of writing Report *4th Feb 1892* When handed in at *Head Office* *5th Feb 1892* Port of *London*

No. in *Survey held at London* Date, First Survey *28th Jan 1892* Last Survey *2nd Feb 1892*
 Reg. Book. *824* on the *Star Screw Steamer STAR OF VICTORIA* Master *J. Smyth*

TONNAGE:— Built at *Belfast* By whom *Workman, Clarke & Co.* When *1887* 1—
 GROSS *72116*
 UNDER DECK *3240*
 NET *3085*

Owners *Star of Victoria S.S. Co. Lim. (J.P. Cory & Co.)* Port belonging to *Belfast*
 Owners' Address
 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat or in Dry Dock? *Dry Dock* Name of Dock *Royal Albert* Destined Voyage *Australia*

WB=D^{ba} — tons; f — tons; uE&B — tons; CellDB *637* tons; }
 FPT — tons; APT — tons; *Ma 116* tons. }

Last Survey, No. *52181* Port *London*

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR *Part S.S. No. 1 (due 1/91)*

This vessel has been examined in the Royal Albert dry dock, and afloat in the Victoria docks.
The bottom found in good order has been cleaned & painted.
The cross bunkers has now been cleared, the hatchets of ceiling lifted, timbers cleaned out and examined, and the double bottom in this portion of the vessel tested under pressure.

The following now remains to be done to complete the S.S. No. 1 in accordance with the London Regmt 52181, 24/7/91, viz:—

The lower side bunkers to be cleared for examination 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 owners have been informed of the above as per press copy of letter attached.

SUMMARY OF DAMAGE REPAIRS: — Plates, Fair'd or Repaired; — Frames, ditto. — Plates, Renewed; — Frames, ditto. Other Repairs.

PRESENT CONDITION OF THE					
Decks	<i>good</i>	Transoms, Pointers, & Crutches	<i>not seen</i>	Copper, or Y.M.	<i>good</i>
Waterways	<i>good</i>	Timbers of Frame at the openings	<i>where seen</i>	(State if on Felt.)	<i>good</i>
Coamings	<i>good</i>	Ditto ditto at other places	<i>good</i>	When put on, Month	<i>Year</i>
Up'r Dk. Beams & Fastenings	<i>where seen</i>	Keelsons	<i>good</i>	Rudder	<i>good</i>
Low'r Dk. Beams & Fastenings	<i>good</i>	Clamps, Shells & Stringers	<i>good</i>	Windlass & Capstan	<i>good</i>
Plating	<i>good</i>	Salting	<i>good</i>	Pumps	<i>good</i>
Planking	<i>good</i>	Ceiling	<i>good</i>	Engine Room Skylights	<i>good</i>
Trunnels or Rivets	<i>good</i>	Cement or Asphalt (State which.)	<i>good</i>	Coal Bunker, Open'gs, Lids, &c.	<i>good</i>
Breasthooks & Stemson	<i>not seen</i>	Tanks (State if now tested.)	<i>good</i>	Scuppers	<i>good</i>
		Caulking of Bot'm, D'k, & Wat'rw'ys	<i>good</i>	Cargo & Main H'tch'w'ys	<i>good</i>
				Hatches	<i>good</i>
				Boats	<i>4</i>
				Masts, Yards, &c.	<i>good</i>
				Condition, how ascertained	<i>from deck</i>
				Sails	<i>good</i>
				Anchors No. of	<i>3 B, 1 S, 2 K</i>
				Cables, length	<i>stated to be complete</i>
				(State if now ranged not ranged.)	<i>not ranged</i>
				Hawsers & Warps	<i>good</i>
				Standing & Running Rigging	<i>good</i>

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

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

The vessel, so far as now seen, is in good and efficient condition, and eligible in my opinion to remain as classed, with record of survey 2, 92; and on completion of the special survey in accordance with this report to have notation of S.S. No. 1

Office Fee (if chargeable) per scale II., Sec. 27	£	Fees applied for,	
Survey Fee (per Section 28)	£	To be charged	18.
Special Damage or Repair Fee (if any) (per Sec. 28.)	£	on completion	
Travelling Expenses (if chargeable)	£	good	18.
Second Surveyor's Fee (if any)	£	Survey	
*Is Certificate now required?			

Committee's Minute *TUES. 9 FEB 1892*

Character assigned *Deferred for Completion*

Write to Oron. 9-2-92

Deferred for Completion

pt No. 1

pt No. 1

In a Report also sent on the Machinery of the Ship? If not, state whether, and when, one will be sent.

Certificate to be sent to

Form No. 2 for Repairs, 265, L.R.P.H. 20,000, 24/9/91. Transfer, Int. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

N.B.—All alterations in the existing records should be underlined.

19 AUG 1892

TUES. 16 FEB 1892

© 2019

Lloyd's Register Foundation

LON695-0196

Gen. Jones 18th Feb 1892
Deferred
RJD

Dr. to Owen
18/2/92

TUES. 8 MAR 1892

