

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

(Received at London Office) SAT 4 MAR 1893

of writing Report 3<sup>rd</sup> March 1893 When handed in at Local Office 18 Port of London

in Book Survey held at London Date, First Survey 31<sup>st</sup> Jan 1893 Last Survey 1<sup>st</sup> March 1893  
on the Machinery of the Wood, Iron or Steel S.S. "Star of Victoria" Master J. Smyth

Gross 3451 Vessel built at Belfast By whom Workman, Black & Co. When 1887 1.  
Net 2230 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

Registered Power 350 Owners Star of Victoria S.S. Co. (Lim) Port Belfast Voyage Australia  
Main Boilers 2 If Surveyed Afloat or in Dry Dock Royal Albert dry dock  
Pressure 160 (State name of Dock.)  
Donkey Boiler 80

Particulars of Examination and Repairs (if any) Boiler Survey

Medical Surveys, when held, must be reported in detail and seriatim in the terms 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 tests being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names 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? Yes.  
" " " " " " " " " " " " Yes.  
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? ✓  
Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.  
What pressure were they afterwards adjusted under steam? 160 lbs.  
Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.  
What pressure were they afterwards adjusted? 80 lbs.

If the Survey is not complete state what arrangements have been made for its completion? D.B. safety valve chest to be renewed which the owners intend to do on return of vessel to U.K. in about four months.

Both Main and Donkey boilers examined internally and externally. Safety valves of Main and donkey boilers also examined and subsequently adjusted under steam to lift at 160 lbs & 80 lbs. respectively. All the furnaces (twelve in number) of Main boilers being somewhat patched and showing signs of weakness were renewed with Fox's corrugated furnaces and tested by hydraulic pressure to 240 lbs.

The Donkey boiler safety valve chest was found to be corroded right through in a line above the valve seats and it was recommended that this should be fitted with a patch, so as to enable the vessel to complete her present voyage and that the chest should be renewed on vessel's return to the U.K.

General Observations, Opinion, and Recommendation:— The machinery of this vessel, so far as seen, is in safe working condition, eligible, in our opinion, to remain as classed with record of B.S. 3.93. entered in the Register Book.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ 2-0-0 } 4 MAR 93  
Special Damage Fee (per Section 28) £ : : }  
Travelling Expenses (if chargeable) £ : : }  
Received by me R. Elliott & Robt Balfour  
Engineer Surveyors to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUES. 7 MAR 1893  
Assigned B.S. 3, 93  
Lloyd's Register Foundation  
LON 698-0218

