

Port of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office) SAT 4 MAR 1893

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

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

ge Gross 3451 Net 2230 Vessel built at Belfast By whom Workman, Black & Co. When 1887 1.
Power 350 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1887
Main Boilers 2 Owners Star of Victoria S.S. Co. (Lim) Port Belfast Voyage Australia.
Pressure 160 If Surveyed Afloat or in Dry Dock Royal Albert dry dock docks.
Donkey Boiler 80

t Survey No. Port Particulars of Examination and Repairs (if any) Boiler Survey

ical 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 initials of any letters respecting this case.

Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? Yes.
" " Donkey " " " Yes.
is was 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? Yes.
the Surveyor examine the Safety Valves of the Main Boiler? 160 lbs.
what pressure were they afterwards adjusted under steam? Yes.
the Surveyor examine the Safety Valves of Donkey Boiler? 80 lbs.
what pressure were they afterwards adjusted? ✓

the Survey is not complete state what arrangements have been made for its completion? D.B. safety valve chest to be renewed

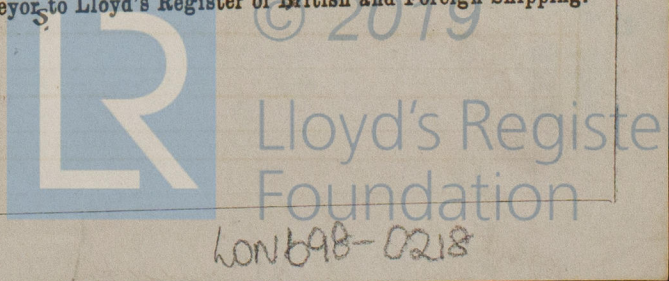
which the owners intend to do on return of vessel to U.K. in about four months. Both Main and Donkey boilers examined internally and externally. Safety valves of Main and donkey boilers also examined and subsequently adjusted under steam to lift at 160 lbs & 80 lbs. respectively. All the furnaces (twelve 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, (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 9, 92, B.&M.S. 9, 92 or L.M.C. 9, 92, as the case may be.) 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 4 MAR 93
Survey Fee (per Section 28) £ 2-0-0
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.

*State if Certificate is required Committee's Minute TUES. 7 MAR 1893 Assigned B.S. 3, 93



It is submitted that
this vessel is eligible for
THE RECORD B.S. 3.93

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

on account of wear & tear the
whole of the furnaces in the
main boilers have been
removed - a set of

improved -
The safety valve chest of
the denting boiler is
to be removed at
the end of the
present contemplated
voyage -

Sh. P. 4.3.93