

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

(Received at London Office

TUES. MAY 5 1896

Date of writing Report 2nd May 96 When handed in at Local Office 18 Port of London

No. in Reg. Book. 954 Survey held at London Date, First Survey Apr 9 Last Survey 30th April 1896

on the Machinery of the Wood, Iron or Steel S.S. "Star of Victoria" Master W. Stevenson

Tonnage { Gross 345 Net 2230 Vessel built at Belfast By whom Workman Clark & Co When 1887 1

Registered { Horse Power 325 Engines made at Glasgow When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

No. of Main Boilers Two Owners J. P. Barry & Co Port Belfast Voyage New Zealand

No. of Donkey Boilers One Steam Pressure—160 If Surveyed Afloat ✓ in Dry Dock R. A. Dry Dock & Vic. St. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Main Boilers 80 in Donkey Boilers 80

Last Survey No. 100 A1 Port B. S. GordonParticulars of Examination and Repairs (if any) B. S. Gordon

(Periodical Surveys, when held, must be reported in detail and seriatim 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 briefly summarised at the end of the report. State also the dates 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.Do. " Donkey " " " Yes.If this was not done, state for what reasons? ✓And what parts of the Boilers could not be thus thoroughly examined? ✓Also 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.At what pressure were they afterwards adjusted under steam? 16 1/2 lbs.Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.To what pressure were they afterwards adjusted? 45 lbs.Has the propeller shaft been drawn and examined at this time? NoIf the Survey is not complete state what arrangements have been made for its completion? Complete.

Propeller & sea-connection fastenings examined & found in order. Both Main & Donkey boilers examined internally & externally - their safety valves examined and adjusted as above.

The wing side of the port combustion chamber of the Port Main boiler was found to be cracked. The defective part has been cut out and an efficient patch fitted.

General Observations, Opinion, and Recommendation:— This vessel's boilers are now in

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 150 lb., F.D., &c.)

safe working condition and eligible, in my opinion, to remain as classed with record of B.S. 4.96. entered in the Register Book.

Office or Registration Fee (per Sec. 27)..... £ : :
 Survey Fee (per Section 28)..... £ 2:0:0
 Special Damage Fee (per Section 28)..... less 10% £ - : 4: -
 Travelling Expenses (if chargeable)..... £ 1:16: -

Fees applied for

5/5/1896

Received by me,

8/5/96

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required.

Committee's Minute

Assigned

FRI. MAY 8 1896

B.S. 4.96

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