

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 is 96 When handed in at Local Office is 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 3457 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 in Main Boilers 160 If Surveyed Afloat at in Dry Dock R. A. Dry & Co. & Vic. & Co. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. Port B.S. Condition 100 A1.

Particulars of Examination and Repairs (if any) B.S. Condition 10.95 S.S. Lon. 92-95

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? 7 1/2 lbs.

Has the propeller shaft been drawn and examined at this time? No

If 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 vessels' boilers are now in

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)..... £ : : Fees applied for 5/5/96

Survey Fee (per Section 28)..... £ 2:0:0

Special Damage Fee (per Section 28)..... less 10% £ - : 4:-

Travelling Expenses (if chargeable)..... £ 1:16:=-

Received by me, R. Elliott.

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

Committee's Minute FRI. MAY 8 1896

Assigned B.S. 4.96



LON708-0428

If so, is the Report sent now, or when will it be sent?

Insert Character of Ship and Machinery precisely as in the Register Book.