

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

FRI, SEP 25 1896

(Received at London Office)

Date of writing Report 24<sup>th</sup> Sept. 1896 When handed in at Local Office 18

Port of London

No. in Reg. Book. 976 Survey held at London

Date First Survey Sept 10 Last Survey 24<sup>th</sup> Sept 1896

on the Machinery of the Wood Iron or Steel S.S. "Star of New Zealand" Master J. Simpson.

Tonnage Gross 4412 Net 3034 Vessel built at Belfast By whom Workman, Black &amp; Co When 1895 3

Registered Horse Power 454 Engines made at Belfast Boilers, when made (Main) 1895 (Donkey)

No. of Main Boilers 3 Owners J. P. Gorry &amp; Co (Mry.) Port Belfast Voyage New Zealand

No. of Donkey Boilers 180 If Surveyed Afloat or in Dry Dock Royal Albert Dock Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

Steam Pressure in Main Boilers 180 in Donkey Boilers

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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 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?

Do. " Donkey " " "

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?

At what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted?

Has the propeller shaft been drawn and examined at this time?

If the Survey is not complete state what arrangements have been made for its completion?

On vessel's return six months hence. Now done on account of damage, stated to have been caused this vessel grounding on the 21<sup>st</sup> May 1896. During a voyage from London to Melbourne & Sydney. - Two Manganese Bronze blades broken & fractured and one length of tunnel shafting fractured now renewed.

The after liner of the propeller shaft was found to be slack at the after end but, as the stern tube is on McColl's patent, allowing the greater portion of this liner to be examined, and, as the greater portion of the liner is tight on the shaft, it is recommended that the liner may be safely used for six months after which it should be renewed.

General Observations, Opinion, and Recommendation:— This vessel's machinery, so far

(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 S.L.M.C. 9,95, 140 lb., F.D., &c.)

as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey and subject to the after liner of the propeller shaft being renewed before the end of March 1897

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 19-9-1896

Survey Fee (per Section 28) £ : : Received by me, 29/9/96

Special Damage Fee (per Section 28) £ 3 3 0

Travelling Expenses (if chargeable) £ 2 17 0

State if Certificate is required

Committee's Minute TUES. SEP 29 1896

Assigned As subject

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



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LON 710-0367



Two propeller blades & one length of tunnel  
renewed, also after liner of screw shaft found  
slack at the after end only, owing to damage.

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.

It is submitted that  
this vessel is eligible to  
remain AS CLASSED. subject to the  
after liner of screw shaft being  
renewed before the end of  
March 1897

G.S.  
28.9.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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