

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

FRI, SEP 25 1896

(Received at London Office)

Date of writing Report 24th Sept. 1896 When handed in at Local Office London is Port of London

No. in Reg. Book 976 Survey held at London Date First Survey Sept 10 Last Survey 24th Sept 1896

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

Tonnage { Gross 4472 Net 3037 Vessel built at Belfast By whom Workman, Clark & Co When 1895 Boilers, when made (Main) 1895 (Donkey) 1895

Registered Horse Power 457 Engines made at Do Owners J. P. Gorry & Co (Mry.) Port Belfast Voyage New Zealand

No. of Main Boilers 3 If Surveyed Afloat Do or in Dry Dock Royal Albert Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

No. of Donkey Boilers 1 Steam Pressure— in Main Boilers 180 in Donkey Boilers 180

Last Survey No. Port

Particulars of Examination and Repairs (if any) Damage

(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.)

CHARACTER for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (Including date of N.B., if any).
<u>100A1</u> <u>3.96</u>		<u>M.C. 3.95</u>

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No.

Do. " Donkey " " " No & B.

If this was not done, state for what reasons? Not due for survey.

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? No

At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓

To what pressure were they afterwards adjusted? No & B.

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? On vessel's return six months hence.

Now done on account of damage, stated to have been caused thro' vessel grounding on the 21st May 1896. During a voyage from London to Melbourne & Sydney. - Two Manzanese 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.

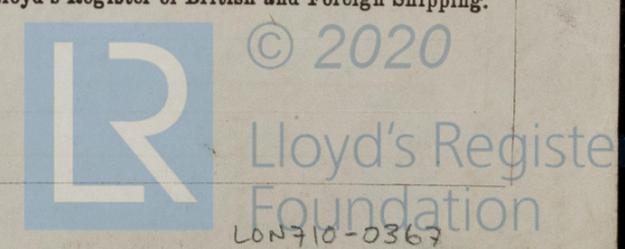
General Observations, Opinion, and Recommendation:— This vessel's machinery, so far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey and subject to the after liner of the propeller shaft being renewed before the end of March 1897

	Fees applied for
Office or Registration Fee (per Sec. 27)..... £ : :	<u>19-9-1896</u>
Survey Fee (per Section 28)..... £ : :	
Special Damage Fee (per Section 28)..... £ <u>3-3-0</u>	
Travelling Expenses (if chargeable)..... £ <u>2-17-0</u>	
	Received by me, <u>R. Elliott.</u>

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

Committee's Minute TUES. SEP 29 1896

Assigned as now subject



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?
 The Surveyors are requested not to write on or below the space for Committee's Minute.
 2648-24/96.—Transfer Ink.

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

Two propeller blades & one length of tunnel
renewed, also after liner of screw shaft found
slacks 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

[Faint, mostly illegible handwritten notes in cursive script, covering the majority of the page's lined area.]

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.