

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

(Received at London Office SAT. 16 OCT 1897)

Date of writing Report Oct 15 1897 When handed in at Local Office 18 Port of London
No. in Reg. Book 1070 Survey held at London Date First Survey 28/9/97 Last Survey Oct 12 1897
on the Machinery of the Wood, Iron or Steel S.P. Star of Victoria Master Smith
Tonnage { Gross 3451 Vessel built at Belfast By whom Wolman Clark & Co. When 1887 Boilers, when made (Main) 1887 (Donkey) 1887
Net 2230 Engines made at Do. Owners (J. P. Perry & Co) Port Belfast Voyage Wellington N.Z.
Registered Horse Power 325 If Surveyed Afloat or in Dry Dock Victoria Albert Docks Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
No. of Main Boilers 2 in Main Boilers 160 lbs in Donkey Boilers 80 lbs

Last Survey No. 131 Port Lt
Particulars of Examination and Repairs (if any) Donkey Comp 1887 100 A-1.4.97. 100 A-1.4.97. 100 A-1.4.97. 100 A-1.4.97.
(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? No
Do. " Donkey " " " " No
If this was not done, state for what reasons? See London rpt No 58736
And what parts of the Boilers could not be thus thoroughly examined? No
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? No
Did the Surveyor examine the Safety Valves of the Main Boiler? No At what pressure were they afterwards adjusted under steam? No
Did the Surveyor examine the Safety Valves of Donkey Boiler? No To what pressure were they afterwards adjusted? 80 lbs.
Has the propeller shaft been drawn and examined at this time? No If spare propeller shaft fitted, state whether new? ✓
State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? 1/8"
If the Survey is not complete state what arrangements have been made for its completion and what remains to be done? Completed.

Examined propeller, stern bush and fastenings. Found same all in good condition.
All the tubes and twenty of the screwed stays have now been renewed in the Donkey Boiler.
The Donkey Boiler safety valves have been adjusted under steam.

General Observations, Opinion, and Recommendation: This vessel's Boilers are now in good condition & in my opinion the vessel is eligible for the record B.S. 4.97 as recommended in the London report No 58736

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	:	✓	18
Special Damage Fee (per Section 28)	£	:	✓	
Travelling Expenses (if chargeable)	£	:	:	Received by me,
				18

*State if Certificate is required
Committee's Minute TUES. 19 OCT 1897
Assigned B.S. 4.97
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping. B. M. Salmon
Lloyd's Register Foundation

Moderate repairs to donkey boiler owing to
wear & tear.

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 for
THE RECORD. B.S. 4. 97

J.S.
16.10.97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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