

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

(Received at London Office

TUES. 26 APR. 1898

Date of writing Report *April 25 1898* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. *1010* Survey held at *London* Date First Survey *March 25* Last Survey *April 19 1898*
 on the Machinery of the *Wood, Iron or Steel* *S.S. Star of Victoria* Master *Stevenson*
 Tonnage Gross *3457* Net *2230* Vessel built at *Belfast* By whom *Workman Clark & Co* When *1887* YEAR. MONTH.
 Registered Horse Power *325* Engines made at *91s.* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*
 No. of Main Boilers *2* Owners *J. P. Carry & Co* Port *Belfast* Voyage *New Zealand*
 No. of Donkey Boilers *1* If Surveyed Afloat *on in Dry Dock* *Victoria Albert Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *160 lbs* in Donkey Boilers *80 lbs*

Last Survey No. *2230* Port *London*Particulars of Examination and Repairs (if any) *2230*

(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? *162 lbs.*

Did the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted? *80 lbs.*

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

If spare propeller shaft fitted, state whether new?

State the distance between lignum vitæ of stern bush and top of after bearing of screw shaft?

If the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

Examined Main & Donkey Boilers internally and externally and Safety valves.

Repairs due to wear & tear New Saddle plate fitted to after centre frame of Star'd. Main Boiler & one screwed stay renewed in Port Main Boiler.

Star'd. Boiler tested to 200 lbs by hydraulic pressure.

All Safety valves adjusted under steam.

General Observations, Opinion, and Recommendation:— *This vessel's Boilers are now*

(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. 9,97, B. & F.S. 9,97 or S.L.H.C. 9,97, 140 lb., F.D., &c.)

in good condition & in my opinion the vessel is eligible for the record B.S. 4-98.

Office or Registration Fee (per Sec. 27) £ : :
 Survey Fee (per Section 28) £ *2.00*
 Special Damage Fee (per Section 28) £ *10.00*
 Travelling Expenses (if chargeable) £ *1.16.0*

Fees applied for

26/4 1898

1898

Received by me,

27/4 1898

1898

1898

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State if Certificate is required

Committee's Minute

Assigned

FRI. 29 APR. 1898

B.S. 4-98

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



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Lloyd's Register Foundation

LON715-0229

Produce upairs to Starbain

Boiler

It is submitted that
this vessel is eligible for
THE RECORD.

B. 24, 98

HL

26/4/98

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THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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