

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

(Received at London Office. MUN 17 APL 1899)

Date of writing Report April 15<sup>th</sup> 1899 When handed in at Local Office Port of London

No. in Reg. Book 1036 Survey held at London Date, First Survey Mar 23 Last Survey April 14<sup>th</sup> 1899

on the Machinery of the Wood, Iron or Steel S.S. Star of Victoria Master Hart

Tonnage { Gross 3457 Net 2230 Vessel built at Belfast By whom Workman Clark & Co When 1887 Boilers, when made (Main) 1887 (Donkey) 1887

Registered Horse Power 325 Engines made at 91s. Owners (J.P. Corry & Co) Port Belfast Voyage New Zealand

No. of Main Boilers 2 No. of Donkey Boilers 1 Steam Pressure in Main Boilers 160 lb in Donkey Boilers 80 lb

If Surveyed Afloat or in Dry Dock Victoria St. R.A. Dry Dock & Railway Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Survey No. SS. 90.3 Port SS. 90.3

Particulars of Examination and Repairs (if any) SS. 90.3

(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 date 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? 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 To what pressure were they afterwards adjusted under steam? 163 lb

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 78 lb

Has the propeller shaft been drawn and examined at this time? Yes 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? Bush rewooded.

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

Examined Main & Donkey Boilers internally & externally and Safety Valves, also Cylinders, pistons, valves, pumps & Condenser, Sea Sledge connections, crank Thrust, Funnel, & Propeller shafts, propeller and fastenings, found same all in good condition.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now in good condition & in my opinion the vessel is eligible for the record  
H.M.C. 4.99.

Office or Registration Fee (per Sec. 27)	£	:	:
Survey Fee per Section 28	£	5.10.0	
Special Damage Fee (per Section 28)	£	11.0	
Travelling Expenses (if chargeable)	£	4.19.0	

Fees applied for 19/4 1899

Received by me, P.M. Salmon 20/4 1899

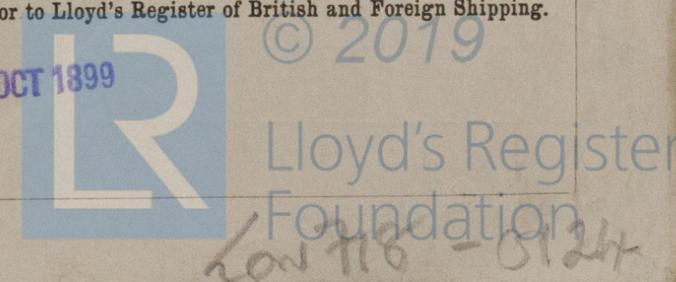
P.M. Salmon  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required Yes

Committee's Minute FRI. 21 APL 1899

Assigned + L.M.C. 4.99

MACHINERY CERTIFICATE WRITTEN. FRI. 20 OCT 1899



Has a Survey also been held on ship? 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.

\*Certificate to be sent to

Engines examined.  
Main & Tanker Boilers examined  
Screw shaft examined

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. — FmC. 499.

A.E.H.

19. 4. 99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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