

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

(Received at London Office)

MON 23 OCT 1899

Date of writing Report *October 21<sup>st</sup> 99* When handed in at Local Office *10* Port of *London*  
 No. in Reg. Book *1106* Survey held at *London* Date First Survey *Oct 14<sup>th</sup>* Last Survey *Oct 19<sup>th</sup> 1899*  
 on the Machinery of the *Wood, Iron or Steel* *S.S. Star of Victoria* Master *Art*  
 Tonnage { Gross *3451* Vessel built at *Belfast* By whom *Workman Clark & Co* When *1887* YEAR. MONTH.  
 Net *2230* Engines made at *Glasgow* When *1887* Boilers, when made (Main) *1887* (Donkey) *1887*  
 Registered Horse Power *325* Owners *J. P. Carr & Co* Port *Belfast* Voyage *Australia*  
 No. of Main Boilers *2* If Surveyed Afloat or in Dry Dock *R. A. Dock*  
 No. of Donkey Boilers *1* Steam Pressure in Main Boilers *160 lb* in Donkey Boilers *80 lb*

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys.	Years elapsed since last survey.	Machinery and Boiler Surveys (including date of N.B., if any).
<i>100 ft 1.4.99.</i>		<i>H.M.C. 4.99.</i>
<i>S.S. Lona No. 3. 4.99.</i>		

Last Survey No. *61539* Port *London*Particulars of Examination and Repairs (if any) *Steam pipes.*

(Periodical Surveys, when held, must be reported in detail and certained 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?

To 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 under steam?

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

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?

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

*Completed.*

*Tested Main Steam pipes by hydraulic pressure (at Burns & Co's request) to 320 lb per sq. inch. Found same tight. Showing no signs of weakness.*

General Observations, Opinion, and Recommendation:—*This vessel's Machinery is 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.&M.S. 9, 97 or L.M.C. 9, 97, 100 lb., &c., &c.)

*as far as seen in good condition. In my opinion the vessel is eligible to remain as classed.*

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

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

State if Certificate is required

Committee's Minute

Assigned

*as now*

FRI. 3 NOV 1899



Lloyd's Register  
 Foundation  
 LON 717-0460



Steam Pipes tested by  
water pressure at owner's  
request.

It is submitted that  
this vessel is eligible to  
remain as CLASSED.

SMAD  
1/11/99.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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