

REPORT ON MACHINERY.

No. 7330

MON. FEB. 2 - 1914

of writing Report 17th Jan 1914 When handed in at Local Office 17th Jan 1914 Port of Belfast
 in Survey held at Belfast Date, First Survey 28th Nov 1912 Last Survey 14 Jan 1914
 Book. on the S.S. Star of Victoria (Number of Visits 119)

ster Beck Built at Belfast By whom built Workman Clark & Co Ltd Tons Gross 9152
 Lines made at Belfast By whom made - when made - Net 5851
 When built 1914

lers made at - By whom made - when made -
 Registered Horse Power 949 Owners Star Line Ltd Port belonging to Belfast
 Is Refrigerating Machinery fitted for cargo purposes Yes Is Electric Light fitted Yes

GINES, &c. — Description of Engines Twin Screw, Triple Expansion Cylinders 6 No. of Cranks 6
 No. of Cylinders 24-40-68 Length of Stroke 48 Revs. per minute 76 Dia. of Screw shaft as per rule 14 1/2 Material of screw shaft as fitted 15 1/2

the screw shaft fitted with a continuous liner the whole length of the stern tube Yes Is the after end of the liner made water tight
 the propeller boss Yes If the liner is in more than one length are the joints burned If the liner does not fit tightly at the part
 between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive If two

rs are fitted, is the shaft lapped or protected between the liners Length of stern bush 61
 No. of Tunnel shaft as per rule 12 89 Dia. of Crank shaft journals as per rule 13 5 Dia. of Crank pin 4 3/8 Size of Crank web 27 1/2 x 9 1/2 Dia. of thrust shaft under
 ars 14 3/8 Dia. of screw 17 0 Pitch of Screw 18 9 No. of Blades 3 State whether moveable Yes Total surface 85 sq ft.

of Feed pumps one each engine Diameter of ditto 6 1/2 Stroke 24 Can one be overhauled while the other is at work Yes
 of Bilge pumps one each engine Diameter of ditto 5 1/2 Stroke 24 Can one be overhauled while the other is at work Yes
 of Donkey Engines See other sheet No. and size of Suctions connected to both Bilge and Donkey pumps

Engine Room 4-3 1/2 In Holds, &c. 13 - 3 1/2 + 1 - 2 1/2
 of Bilge Injections 2 sizes 8 Connected to condenser, or to circulating pump Is a separate Donkey Suction fitted in Engine room & size Yes 3 1/2
 all the bilge suction pipes fitted with roses Yes Are the roses in Engine room always accessible Yes Are the sluices on Engine room bulkheads always accessible
 all connections with the sea direct on the skin of the ship Yes Are they Valves or Cocks Both

they fixed sufficiently high on the ship's side to be seen without lifting the stokehold plates Yes Are the Discharge Pipes above or below the deep water line Below
 they each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate Yes
 at pipes are carried through the bunkers Fore hold suction How are they protected Wood casing

all Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes
 the Bilge Suction Pipes, Cocks, and Valves arranged so as to prevent any communication between the sea and the bilges Yes
 tes of examination of completion of fitting of Sea Connections 24-8-13 of Stern Tube 20-8-13 Screw shaft and Propeller 31-8-13

the Screw Shaft Tunnel watertight Stated to be fitted with a watertight door Yes worked from Top platform E. Room
 LERS, &c. — (Letter for record 5) Manufacturers of Steel Beuchmare & Co Ltd
 al Heating Surface of Boilers 11624 sq ft Forced Draft fitted Yes No. and Description of Boilers 2, Double End, Cylindrical
 rking Pressure 200 lbs Tested by hydraulic pressure to 400 lbs Date of test 27-10-13 No. of Certificate 457

each boiler be worked separately Yes Area of fire grate in each boiler 144 sq ft No. and Description of Safety Valves to
 boiler 3 - Direct Spring Area of each valve 14 1/2 sq Pressure to which they are adjusted 200 lbs Are they fitted with easing gear Yes
 allest distance between boilers or uptakes and bunkers or woodwork about 20 Mean dia. of boilers 16 3/8 Length 20 3/8 Material of shell plates Steel
 ckness 1 1/4 Range of tensile strength 30-33 1/2 the shell plates welded or flanged No Descrip. of riveting: cir. sec. Lap 9 x 9

be given at sea Butt welded Diameter of rivet holes in long. seams 1 1/2 Pitch of rivets 10 1/2 Lap of plates or width of butt straps 23 1/2
 centages of strength of longitudinal joint rivets 91 9 Working pressure of shell by rules 233 lbs Size of manhole in shell 16 x 12
 of compensating ring No. and Description of Furnaces in each boiler 8 - Morrison Material Steel Outside diameter 45 1/2

gth of plain part top Thickness of plates crown 3 1/4 Description of longitudinal joint Weld No. of strengthening rings 25 on C.C.
 rking pressure of furnace by the rules 229 lbs combustion chamber plates: Material Steel Thickness: Sides 3 1/2 Back 2 1/2 Top 2 1/2 Bottom 2 1/2
 ch of stays to ditto: Sides 8 3/4 x 8 3/4 Back 8 3/4 x 8 3/4 Top 8 3/4 x 7 If stays are fitted with nuts or riveted heads Nuts inside Working pressure by rules 201 lbs

aterial of stays Steel Diameter at smallest part 1 1/2 Area supported by each stay 70 sq Working pressure by rules 226 lbs End plates in steam space:
 70 aterial Steel Thickness 1 3/4 Pitch of stays 20 3/4 x 15 1/2 Are stays secured Nuts + washers Working pressure by rules 203 lbs Material of stays Steel
 meter at smallest part 2 1/4 x 3 1/2 Area supported by each stay 32 1/2 Working pressure by rules 235 lbs Material of Front plates at bottom Steel

ckness 1 1/2 Material of Lower back plate Thickness Greatest pitch of stays Working pressure of plate by rules
 meter of tubes 2 1/2 Pitch of tubes 3 1/2 x 3 1/2 Material of tube plates Steel Thickness: Front 1 3/4 Back 1 1/2 Mean pitch of stays 7 1/2 x 4 1/2
 ch across wide water spaces 13 1/2 Working pressures by rules 200 lbs Girders to Chamber tops: Material Steel Depth and
 ckness of girder at centre 7 1/2 x (3 x 2) Length as per rule 52 3/8 Distance apart 8 1/2 Number and pitch of stays in each 6-4 x 8

orking pressure by rules 256 lbs Superheater or Steam chest; how connected to boiler Can the superheater be shut off and the boiler worked
 arately Diameter Length Thickness of shell plates Material Description of longitudinal joint Diam. of rivet
 isits 14 1/2 Pitch of rivets Working pressure of shell by rules Diameter of flue Material of flue plates Thickness

stiffened with rings Distance between rings Working pressure by rules End plates: Thickness How stayed
 orking pressure of end plates Area of safety valves to superheater Are they fitted with easing gear

Water Capacity Tons
 12-16-19
 31
 26-30
 1-22-24-1
 isits 14 1/2

Water Capacity Tons
 12-16-19
 31
 26-30
 1-22-24-1
 isits 14 1/2

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 31
 26-30
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VERTICAL DONKEY BOILER—

Manufacturers of Steel

No. _____ Description _____

Made at _____ By whom made _____ When made _____ Where fixed _____

Working pressure _____ tested by hydraulic pressure to _____ Date of test _____ No. of Certificate _____ Fire grate area _____ Description of _____

Valves _____ No. of Safety Valves _____ Area of each _____ Pressure to which they are adjusted _____ Date of adjustment _____

If fitted with easing gear _____ If steam from main boilers can enter the donkey boiler _____ Dia. of donkey boiler _____ Length _____

Material of shell plates _____ Thickness _____ Range of tensile strength _____ Descrip. of riveting long. seams _____

Dia. of rivet holes _____ Whether punched or drilled _____ Pitch of rivets _____ Lap of plating _____ Per centage of strength of joint _____ Rivets _____

Working pressure of shell by rules _____ Thickness of shell crown plates _____ Radius of do. _____ No. of stays to do. _____ Dia. of stays _____ Plates _____

Diameter of furnace Top _____ Bottom _____ Length of furnace _____ Thickness of furnace plates _____ Description of joint _____

Working pressure of furnace by rules _____ Thickness of furnace crown plates _____ Radius of do. _____ Stayed by _____

Diameter of uptake _____ Thickness of uptake plates _____ Thickness of water tubes _____ Dates of survey _____

SPARE GEAR. State the articles supplied:— See other sheet

The foregoing is a correct description,
FOR WORKMAN, CLARK & CO., LIMITED

Manufacturer.

Dates of Survey while building: During progress of work in shops— 1912:— Nov 28, 29, Dec 23, 1913:— Jan 6, 9, 13, 16, 20, 22, 24, 28, 30 Feb 4, 6, 14, 17, 20, 24, 27, March 6, 10, 13, 4, 28 up to 1914, Jan 14

During erection on board vessel — 4-6-14, 17, 20, 24, 27, March 6, 10, 13, 4, 28 up to 1914, Jan 14

Total No. of visits 119.

Is the approved plan of main boiler forwarded herewith Yes

Dates of Examination of principal parts—Cylinders 28-3-13 Slides 3 Covers 3 Pistons 3 Rods 3

Connecting rods 7-10-13 Crank shaft 23-12-12 Thrust shaft 5 Tunnel shafts 3 Screw shaft 25-9-13 Propeller 11-8-13

Stern tube 10-10-13 Steam pipes tested 2-12-13 Engine and boiler seatings 4-12-13 Engines holding down bolts 3-12-13

Completion of pumping arrangements 14-1-14 Boilers fixed 4-12-13 Engines tried under steam 7-1-14

Main boiler safety valves adjusted 7-1-14 Thickness of adjusting washers 3-6-14

Material of Crank shaft S. Steel Identification Mark on Do. LLOYDS 26-8-13 Material of Thrust shaft 42 Identification Mark on Do. 42

Material of Tunnel shafts 42 Identification Marks on Do. 42 Material of Screw shafts 42 Identification Marks on Do. 42

Material of Steam Pipes 4 Iron Test pressure 600 lbs sq. in.

General Remarks (State quality of workmanship, opinions as to class, &c.)

The machinery of this vessel has been constructed under Special Survey, and in accordance with the Rules. The materials and workmanship are of good description and on trial in Belfast Lough the machinery worked satisfactorily. In my opinion, it is eligible for record + L.M.C. 1-14 with notations Forced Draft Electric Light + Refrigerating Machinery.

It is submitted that this vessel is eligible for

THE RECORD. + L.M.C. 1.14.

20 & 15B ED

Ref. Mch.

The amount of Entry Fee .. £ 3 : - : When applied for, Special .. £ 68 : 19 : 16-1-14 Donkey Boiler Fee .. £ 0 : : When received, Travelling Expenses (if any) £ 0 : : 21-1-14

Committee's Minute .. FEB. 6-1914

Assigned

TUE. FEB. 10. 1914

FRI. JUN. 26. 1914

TUE. JUL. 28. 1914

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