

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

TUES. 20 OCT 1896

Date of writing Report: 17 Oct 1896 When handed in at Local Office 19 Oct 1896 Port of London.
No. in Reg. Book. 142 Survey held at London Date, First Survey 8 Last Survey 14 Oct 1896
on the Machinery of the Wood, Iron or Steel S. S. Puccinelli Master Barker
Tonnage Gross 785 Net 460 Vessel built at Newcastle By whom E. J. Richardson & Co When 1885 9
Registered Horse Power 171 Engines made at Port London Boilers, when made (Main) 1885 (Donkey) 1885
No. of Main Boilers 1 Owners India Rubber & Gutta Percha Co Ltd Voyage East India
No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Green's Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
Steam Pressure in Main Boilers 100 lb If Surveyed Afloat or in Dry Dock Green's Dry Dock
in Donkey Boilers 40

Last Survey No. Port
Particulars of Examination and Repairs (if any)
(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.)
+ 100 At 10' 95
S. S. Puccinelli 102 94
135. 11. 95

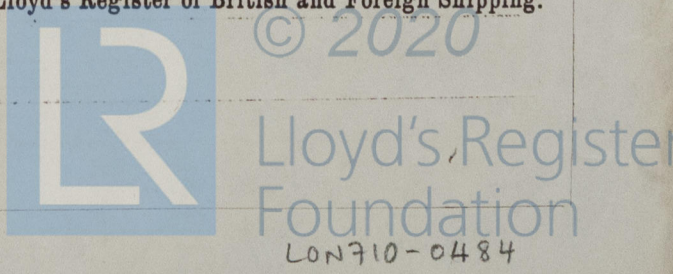
Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?
Do. " Donkey " " " " "
If this was not done, state for what reasons?
And what parts of the Boilers could not be thus thoroughly examined?
Also what special means, in the absence of internal 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?
Did the Surveyor examine the Safety Valves of Donkey Boiler?
To what pressure were they afterwards adjusted?
Has the propeller shaft been drawn and examined at this time? No
If the Survey is not complete state what arrangements have been made for its completion? Complete.

Now done: Propeller, Stern-bush and outside fastenings of all sea connections examined and found in good order.

General Observations, Opinion, and Recommendation:—
(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. 9,95, B.&M.S. 9,95 or L.M.C. 9,95, 120 lb., F.D., &c.)
The machinery of this vessel so far as now seen is in good order and, in my opinion, eligible to remain as classed without fresh record.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for 18
Survey Fee (per Section 28) £ : :
Special Damage Fee (per Section 28) £ : :
Travelling Expenses (if chargeable) £ : :
Received by me, D. Puccinelli
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required
Committee's Minute
Assigned
FRI 30 OCT 1896



It is submitted that
this vessel is eligible to
remain AS CLASSED

A.E.
27/10/96

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.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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