

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

WED. THUR. 1897

Date of writing Report 10 March 1897 When handed in at Local Office 10 March 1897 Port of London
No. in Reg. Book. 37 Survey held at London Date, First Survey 17 Feb'y Last Survey 8th April 1897
on the Machinery of the Wood, Iron or Steel S. J. Ventali Master H. Clark
Tonnage { Gross 2641 Net 2232 Vessel built at Sunderland By whom J. Ling When 1896 3
Registered Horse Power 377 Engines made at " When '96 Boilers, when made (Main) '96 (Donkey) '96
No. of Main Boilers 2 Owners Bullard, King & Co Port London Voyage Local
No. of Donkey Boilers 1
Steam Pressure 180 lb If Surveyed Afloat or in Dry Dock In Dock Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
in Main Boilers 180 lb
in Donkey Boilers 180 lb

Last Survey No. Port
Particulars of Examination and Repairs (if any) In Dry Dock + 100 A. 1. 8. '96. + 1 Me 3. '96

(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?

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.

Done while the vessel in dry dock for damage repairs to Hull: -
Propeller, Stern-bush and outside fittings of the 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, 140 lb, F.D., &c.)

The Machinery of this vessel is in good condition and
in my opinion eligible to remain as classed without
fresh record.

or Registration Fee (per Sec. 27) £ : : Fees applied for
y Fee (per Section 28) £ : :
l Damage Fee (per Section 28) £ : :
ling Expenses (if chargeable) £ : :
Received by me, 18

if Certificate is required

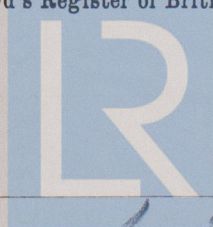
Committee's Minute

igned

FRI. MAR 19 1897

D. R. Ventali

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



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LON 712-0116

Insert Character of Ship and Machinery precisely as in the Register Book.

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 to
remain as **CLASSED.**

7/1
16/8/97

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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