

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

(Received at London Office. THUR. 28 DEC 1899)

Date of writing Report 23rd Decr 99 When handed in at Local Office 23rd Decr 99 Port of LONDON

No. in Reg. Book 122 Survey held at LONDON Date, First Survey 8th Decr Last Survey 21st Decr 99

122 on the Machinery of the Wood, Iron or Steel S.S. Venus Master Marshall

Tonnage { Gross 3556 Net 231 2 Vessel built at 3rd Glasgow By whom Richard & Co When 1896 8

Registered Horse Power 294 Engines made at Glasgow When '96 Boilers, when made (Main) '96 (Donkey) '96

No. of Main Boilers 2 Owners J. Lorie Port A.C.E. Voyage

No. of Donkey Boilers 1 Steam Pressure 160 lb If Surveyed Afloat or in Dry Dock Afloat in Dry Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Damage. + 100 Al. 1.99 + L.M.C. 8.96

(Periodical Surveys, when held, must be reported in detail and seriatim 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? yes. 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? 1/8

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

Good done on account of Damage, please see copy of Damage Report herewith.

The vessel placed in dry dock. Tail shaft drawn in and with crack. Thrust and Journal Shafting. Propeller and Stern-bush examined.

Repairs: Two new Coupling Bolts fitted to the Tail Shaft.

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, 97, E.&M.S. 9, 97 or L.M.C. 9, 97, 140 lb. F.D., &c.)

The Machinery of this vessel 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 29/12/99

Survey Fee (per Section 28) £ : : 7/9/2/50

Special Damage Fee (per Section 28) £ 3 : 3 Received by me, J. Ritchie

Travelling Expenses (if chargeable) £ 10/0 6 9/3 1899

State if Certificate is required _____

Committee's Minute TUES. 2 JAN 1900 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Assigned as now

6000-15 8/00.—Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minute.)

Insert Character of Ship and Machinery precisely as in the Register Book. *Certificate to be sent to



on acc. of damage by stress of weather:-

Screw shaft examined.
all shafting 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 to cause it to show through to the other side.

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

C.W.
29.12.99

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation