

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

(Received at London Office,)

No. 272 Date of Writing Report 15. 3. 88 188 88 Port of London  
No. in Survey held at London Date, first Survey Mar. 8 Last Survey Mar. 14 1888  
Reg. Book. (No. of Visits 4)  
272 on the Machinery of the S. S. "Osprey" Master Gen. Stm. Nav. Co. Tons 557 Net 1095 Gross  
If Surveyed Afloat or in Dry Dock Afloat Vessel built at Stockton in 1877 Engines made in 1877  
(State name of Dock.)  
N.H.P. 250 No. of Main Boilers 3 Made in 1877 Donkey Boiler made in 18 Working Pressure, Main Boilers 65 lbs.;  
Working Pressure, Donkey Boiler 45 lbs.; Owners Gen. Stm. Nav. Co. Port London  
Last Survey No. 100A1 Port London Class of Vessel and Machinery 100A1 MC. 5. 88  
(As in Register Book.)

## Particulars of Repairs and Examination For Annual Survey

(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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case.

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any),  
and make a thorough examination at this time? Yes

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? None

Main Boilers examined internally & externally, two of the combustion  
chamber tops in St. boiler were found to be deflected, these have been  
cut out & riveted plates fitted, all the furnaces have been lined  
at sides, & riveted plates where blisters have been cut out at some  
former time, a large number of defective stay outs in combustion  
have been renewed, back seams of shells have covering plates  
fitted round bottom for about 9 ft. these appear tight.

Safety valves in good condition & tested under steam to the  
working pressure of 65 lbs.

Donkey boiler examined, the lower Galloway tube had been patched  
& also the uptake at some former time, the remainder of boiler  
in good condition. Safety valves in good condition threaded  
with a direct weight to 45 lbs.

## General Observations, Opinion, and Recommendation:--

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey.)

The boilers being now in  
good & safe working condition renders the vessel eligible in  
my opinion to remain as classed & than the notification  
B. S. 3. 88 recorded provided that the boilers are again  
examined within 12 mths. as per rule.

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 2 : 2	19. 3. 1888
Special Damage, Fee (per Section 28)	£ : :	
Certificate (if required) as per margin	£ : :	received by me,
Travelling Expenses (if chargeable)	£ : :	29/3 1888

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

Committee's Minute TUES 20 MARCH 1888

Assigned BS 3/88



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It is submitted that this vessel  
is eligible to have the notification  
B S 3.88 recorded.

~~19/3/88~~  
19/3/88.



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