

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

No. 33 Date of Writing Report Jan: 29th 1891 Port of London
 No. in Reg. Book 33 Survey held at London Date, first Survey Jan: 10th Last Survey Jan: 26th 1891
 on the Machinery of the s/s "Oceano" Master H. Wood No. of Visits 6
 Tonnage Gross 1004 Net 650 Vessel built at Middleton By whom Backhouse & Dixon When 1871 YEAR. MONTH. 8
 Registered Horse Power 99 Engines made at Hartlepool When 1871 Boilers, when made (Main) 1878 (Donkey) nominal
 No. of Main Boilers 1 Owners Zatham Bromage & Co. Port London Voyage Antwerp
 Steam Pressure in Main Boilers 70 If Surveyed Afloat or in Dry Dock Gibbs dry dock afloat Class of Vessel & Machinery +100 A. 1. 10-89
 in Donkey Boiler 40 (State name of Dock.)

Last Survey No. 2027 Port Ant. S.S. Lon. No 3, 4-88
 Particulars of Examination and Repairs (if any) Annual boiler 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?

Examined sea connections and propeller fastenings and found them in a satisfactory condition.
Examined main & donkey boilers and safety valves.
In main boiler, found the end plates in steam space much wasted, recommended doubling plates 3/8" thick to be fitted, which has been done the plates being jointed with red lead, 12 tubes have been renewed.
In donkey boiler:— About 20 rivets in vertical seams of shell have been renewed and a screw patch about 2'6" x 1'3" fitted on shell at water line. A screw lifting steam stop valve in direct communication with the main boiler has been taken out and replaced by a non-return valve. The vessel left this port in the early morning and in consequence the safety valves could not be adjusted under steam nor the patch on donkey boiler examined.
To complete the survey:— The main & donkey boiler safety valves to be adjusted under steam and the patch on shell of donkey boiler examined.
The Antwerp surveyor has been advised.

General Observations, Opinion, and Recommendation:— Sofar as seen the machinery of this vessel is in safe-working condition and eligible in my opinion to remain as classed and to have B.S. 1-91 recorded in the Register Book.
 (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: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27) £ 1 10 0 Fees applied for 2/21 1891
 Survey Fee (per Section 28) £ : Received by me, 4/2 1891
 Special Damage Fee (per Section 28) £ :
 *Certificate (if required) as per margin £ :
 Travelling Expenses (if chargeable) £ :

Committee's Minute
 Assigned Deferred for completion
 P/R.S.

Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.
Robert M. Balfour
H.P. Cornish

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State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

Certificate to be sent to the Registrar of Shipping and Machinery as the Register Book.

T. & S. Form No. 9 - Transfer Ink - 6000, 22/10/90
 The Surveyors are requested not to write on or below the space for Comments.

It is submitted that this vessel will be
eligible to have B.S. 1-91 recorded, when
the patch on the derrick beam has been
examined, and the safety valves of
the main and derrick boilers
adjusted under steam.

W. B.
22-91

