

52525

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

(Received at London Office. **VED. 25 NOV 1891**)

No. \_\_\_\_\_ Date of Writing Report 23<sup>rd</sup> Nov 1891 Port of London

No. in Reg. Book. 232 Survey held at London Date, first Survey 18<sup>th</sup> Nov Last Survey 18<sup>th</sup> Nov 1891

on the Machinery of the S.S. Osprey Master James No. of Visits 1

Tonnage Gross 1694 Net 1597 Vessel built at Stockton By whom M. Mann & Co. When 1877 9

Registered Horse Power 294 Engines made at Dunbar When 1891 Boilers, when made (Main) 1891 (Donkey) 1891

No. of Main Boilers 2 Owners Genl. Starnham & Co. Port London Voyage ✓

Steam Pressure in Main Boilers 160 If Surveyed Afloat or in Dry Dock Dry dock Class of Vessel & Machinery -100A1.5.89

in Donkey Boiler ✓ (State name of Dock.) Deptford (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) -LMC 3.91

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_ S.S. Loc. No. 2.86 -NE-B 3.91

## Particulars of Examination and Repairs (if any) Condition

(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 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?

*Vessel placed in the dry dock  
Examined propeller, sea connections & their fastenings - all found good.*

## 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: thus, for example, B.S. 1,91, B.&M.S. 1,91, or L.M.C. 1,91, as the case may be.)

*So far as seen the machinery of this vessel is in good order & safe working condition & eligible in my opinion to remain as classed.*

Office or Registration Fee (per Sec. 27).....	£	:	Fees applied for
Survey Fee (per Section 28).....	£	:	18
Special Damage Fee (per Section 28).....	£	:	
Travelling Expenses (if chargeable).....	£	✓	Received by me,
			18

*Robt M. Mansel*  
Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

\*State if Certificate is required \_\_\_\_\_

Committee's Minute **TUES. 16 DEC 1891**

Assigned Deferred **TUES. 2 FEB 1892**

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

16.—L. R. P. H.—Form No. 2.—Transfer Ink.—£1,000, 18/8/91

\*Certificate to be sent to \_\_\_\_\_

(The Surveyor is requested to write on or below the space for Committee's Minute.)



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.

C.S.

7.12.91.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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