

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

(Received at London Office) SAT 14 JAN 1893

Date of writing Report Jan 13 1893 When handed in at Local Office is London Port of London

No. in Reg. Book. 239 Survey held at London Date, First Survey Jan 11 Last Survey Jan 14 1893

on the Machinery of the Wood, Iron or Steel S.S. OSPREY Master Jones

Tonnage { Gross 1094 Net 593 Vessel built at Stockton By whom M. Pease & Co. When 1877 YEAR. MONTH. 9

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

No. of Main Boilers two Owners General Steam Nav. Co Port London Voyage Mediterranean

Steam Pressure— in Main Boilers 160 lbs If Surveyed Afloat or in Dry Dock In river Deptford Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

in Donkey Boiler - (State name of Dock.) 9 Deptford Green Dry Dock

Last Survey No. _____ Port _____

Particulars of Examination and Repairs (if any) Condition.

(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.)

CHARACTER. For Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100.A-1 11.91		✠ L.M.C 3.91.
SS DUN. nos. 3-91.		✠ N.E. & B 3.91.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? no

Do. " Donkey " " " " no

If this was not done, state for what reasons? Survey not due.

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? no

At what pressure were they afterwards adjusted under steam? no

Did the Surveyor examine the Safety Valves of Donkey Boiler? no

To what pressure were they afterwards adjusted? -

If the Survey is not complete state what arrangements have been made for its completion? Completed.

At the request of the Superintending Engineer, examined thrust shaft. A flaw was found to have developed, extending about 3" between the second & third collars, but this flaw is not considered to be of a serious nature

Examined propeller, stern bush & sea connections, all found to be in good condition.

General Observations, Opinion, and Recommendation:— This vessel's machinery is now as far as seen in safe working condition & in my opinion the vessel is eligible to remain as classed without fresh record of survey.

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

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

*State if Certificate is required _____

Committee's Minute TUES. 24 JAN 1893

Assigned As now

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.

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

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.

CRP
23 / 93

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



© 2019

Lloyd's Register
Foundation