

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

Date of writing Report

Jan 13

1893

When handed in at Local Office

is

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. Pearse & Co.

When

1877

YEAR.

MONTH.

9

Registered Horse Power

294

Engines made at

Dundee

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

(State name of Dock.)

9 Deptford Green Dry Dock

in Donkey Boiler

-

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

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.

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

No

Do.

"

Donkey "

"

"

"

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?

-

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

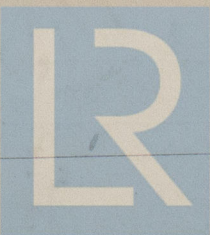
*State if Certificate is required

Committee's Minute

Assigned

TUES. 24 JAN 1893

As now



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.

C.R.
23. 1. 93



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Foundation

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.