

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

THUR 4 APR 1895

Date of writing Report April 3 1895 When handed in at Local Office Port of London

No. in Reg. Book. 26 Survey held at London Date, First Survey March 26 Last Survey April 2 1895

26 on the Machinery of the Wood, Iron or Steel S.S. OSPREY Master Saylor (No. of Visits 5)

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

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

No. of Main Boilers 2 Owners General Steam Nav. Co. Port London Voyage Hamburg

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock Cable Saw Dry Dock (State name of Dock.) n.w.

Steam Pressure in Main Boilers 160 lbs Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 80 lbs

Last Survey No. Port

Particulars of Examination and Repairs (if any) Special Survey

(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? Yes.

Do. " Donkey " " " 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? -

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes.

At what pressure were they afterwards adjusted under steam? 160 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes.

To what pressure were they afterwards adjusted? 80 lbs.

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

Examined Main & Donkey Boilers internally & externally & Safety valves also cylinders, Pistons, Slide Valves, Pumps & Condenser, sea & bilge connections crank, Thrust, Tunnel & propeller shafts, Stem bush & fastenings.

Found propeller shaft & propeller had been broken by propeller striking wharf, otherwise all in good condition.

Repairs. A new propeller & propeller shaft have now been fitted.

The Safety valves have been adjusted under steam.

General Observations, Opinion, and Recommendation:— This vessel's Machinery is now in good condition & in my opinion the vessel is eligible for record L.M.C. 4.95

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4.94, B.&M.S. 4.94 or L.M.C. 4.94, 110 lb., F.D., &c.)

Office or Registration Fee (per Sec. 27)..... £ : : Fees applied for 4 4 1895

Survey Fee (per Section 28)..... £ 5 0 0

Special Damage Fee (per Section 28)..... £ : 10

Travelling Expenses (if chargeable)..... £ 14 10

Received by me, P. M. Salmon.

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

*State if Certificate is required

Committee's Minute FRI 5 APR 1895

Assigned + L.M.C. 4.95

On account of the propeller striking the wharf

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.

a new propeller & propeller shaft
were fitted.

It is submitted that
this vessel is eligible for
THE RECORD + L.M.C 4-95

N.A.
4-4-95

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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Foundation