



Lloyd's Register of Shipping.

Royal Bank Buildings,
28, Constitution Street,

Leith, 19th October, 1920.

Dear Sir,

S.S. "OSAGE" ex "FEROL."

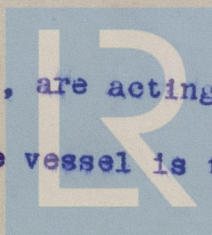
I beg to confirm our telegram of today respecting the above vessel as follows:-

- "Osage ex Ferol machinery trials yesterday satisfactory
- "steering gear efficient by hand and steam but under air not
- "sufficient pressure maintainable for efficient working stop
- "Cormacks for Ministry and Owners Superintendent enquire
- "whether air control compulsory for Lloyd's Class stop
- "Absence of air control means donkey boiler in constant use."

On trial yesterday, Mr. Williamson, who attended, reports that after the rudder had been fully put over to starboard or to port from midposition the air supply to the steering gear was exhausted. The air is supplied to the steering engine reservoir from the two main engine compressors. The Superintendent for the new Owners objected to this being supplemented from air storage bottles, maintaining that the main compressors should be adequate for the purposes of steering.

Messrs. Cormack & Co., are acting on behalf of the Ministry of Shipping, and as the vessel is to be handed over

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the new Owners on Lloyd's certificate, Mr. Cormack desires to know whether, in view of the steam and hand trials of the steering gear being satisfactory, the Society's requirements call for the steering gear being efficiently worked by air. He claims that so long as the steam and hand gear are efficient nothing is further required by the Society's Rules. This, of course, necessitates keeping the donkey boiler always under steam for steering purposes alone, (which the new Owners Representative objects to), when the steam gear is not in operation.

Will you be good enough to advise us in the matter.

I am, Dear Sir,

Yours faithfully,

Secretary,
LONDON.



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Report to the Chief ~~of~~ Surveyor,
and the Chief Engineer Surveyor.

none

20 OCT 1920

*for Mr. Maxine
to read*

*C.F.
A.R.S.*

*See Dec 6th Lth
9/10/20*

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