

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

(Received at London Office)

APR 23 1941

Date of writing Report 3rd Mar. 19 41 When handed in at Local Office Mar. 4th, 19 41 Port of Baltimore, Maryland  
 No. in Reg. Book. 70916 Survey held at Baltimore, Maryland Date, First Survey 11th Dec. 1940 Last Survey 7th Jan. 1941  
 on the Machinery of the Wood, Iron or Steel S.S. "BLACK OSPREY" (No. of Visits)

Tonnage { Gross 5589  
 Net 3513  
 Nominal Horse Power 508  
 No. of Main Boilers -  
 No. of Donkey Boilers -  
 Steam Pressure in Main Boilers -  
 in Donkey Boilers -

Vessel built at Seattle, Wash. By whom Skinner & Eddy Corp. When 1918 2  
 Engines made at Schenectady, New York By whom General Electric Co. When 1918  
 Boilers, when made (Main) 1918 (Donkey) -  
 Owners Ministry of Shipping Owners' Address -  
 Managers Carnegie Line of Steamships Ltd Port London Voyage -  
 If Surveyed Afloat or in Dry Dock Both  
 (State name of Dock.) Maryland Drydock Company

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

Last Report No. - Port -

## Particulars of Examination and Repairs (if any)

(Periodical Surveys, when held, must be reported in detail and verbatim 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.)

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

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

" " 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?

State latest date of internal examination of each boiler

Present condition of funnel(s)

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

To 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 under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

Has screw shaft now been drawn and examined? Yes Is it fitted with continuous liner? Yes

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

Has shaft now been changed? No If so, state reasons

Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

State date of examination of Screw Shaft 11-12-40 State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft 1/3"

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted? Yes

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Yes

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done as stated below.

With vessel on drydock, propeller removed, tailshaft drawn, all examined with stern bush and fastenings, all reinstalled in good order.

Main and bilge injection valves opened, cleaned, examined, stems repacked and chests recoated, closed in good order.

## Special Survey No. 3 For Reinstatement of Class.

Turbine gearing, line shafting and bearings examined, main condenser tested.

Independent dual air pump, bilge, ballast, 2 main feed, 2 boiler fuel service, 2 lubricating oil pumps' cylinders, pistons, rods, valves and chests of steam and water ends, pumping arrangements and main circulating pump engine opened, examined and now satisfactory.

Electrical equipment examined, tested and found satisfactory.

(P.T.O.)

## General Observations, Opinion, and Recommendation:—

(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, E.S. 9, 11, B.&W.S. 9, 11, & L.M.C. 9, 11, or \*L.M.C. 140 lb., F.D., &c.)

Machinery eligible to be retained as classed and it is recommended that the records of

Tailshaft (C.L.) seen 12.40 and \*L.M.C. M.S. with date be made in the Register Book in the case of this vessel, subject to survey in accordance with Rules being satisfactorily completed.

Survey Fee (per Section 29) M.S. £130.00  
T.S. 20.00  
 Special Damage or Repair Fee (if any) £  
 (per Section 29.) Late Fees \$20.00  
 Travelling expenses (if chargeable) £ 3.00

Fees applied for  
Mar. 3, 1941  
 Received by me,  
19

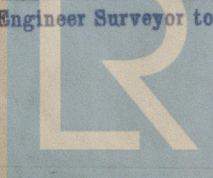
Committee's Minute

NEW YORK MAR 5 - 1941

Assigned Reclassification contemplated.

T.S. CL 12, 40.

Wm. B. Cowen  
 Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register  
 Foundation

108-0211

Insert Character of Ship and Machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



S.S. "BLACK OSPREY"

Machinery (Cont'd)

Steering engine and windlass cylinders, pistons, valves and chests, rods, crankshafts and bearings examined, now satisfactory.

Remaining to be Done:-

Main turbine rotor & casing, main circulating pump impeller and casing, fuel transfer pump, sea connections (except main & bilge injection valves) to be examined and steam pipes to be tested.

Main boilers were not surveyed at this time.

Repairs Effected:-

One section of main circulating water pipe between pump and condenser renewed.

After feed pump water cylinder liner renewed.

Boiler oil heaters cleaned and tested.

Drain valves fitted to oil fuel service tanks.

Main circulating pump steam cylinder cover renewed.

Windlass starboard piston, rod and rings renewed.

Minor repairs effected.



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