

REPORT of SURVEY for REPAIRS, &c.

Date of Writing Report 4<sup>th</sup> June 1890 Port of London WED 4 JUNE 1890  
Survey held at London Date, First Survey 20<sup>th</sup> May Last Survey 27<sup>th</sup> May 1890  
73 on the Iron Screw Steamer ORANMORE Master W. J. Moffat  
Built at Barrow By whom Barrow S. B. Co. (Lim.) When 1882  
Owners S. S. Oranmore (Lim.) (W. Johnston & Co.) Port belonging to Barrow  
Owners' Address  
Name of Dock Victoria Dock  
Destined Voyage Hamburg  
Length of Poop ft.: of Forecastle ft.: of Raised Or. Deck ft.: Moulded Depth 26 ft. 0 ins.

Last Survey, No. 49941 Port London  
Classed as a sailing ship  
T. S. No. 1 Div. 86  
BS 8.89  
Load line 23' 6"

PAIRS, OR EXAMINATION AS PER RULE, FOR Part completion of S. S. No. 2  
This Vessel has been examined on the Victoria Pontoons and afloat in the Victoria Dock.  
Several rivets in the flat of the bottom were found to be wasted in the counter-iron, and as the vessel had cargo in the hold when docked they could not be renewed with through rivets, and they have therefore been replaced by tapped rivets on the understanding that they are to be renewed with through rivets when the vessel is next in dry dock. The bottom otherwise in good order has been cleaned and coated.  
The fore stay and fore topmast stay bolts were found to be wasted and have now been renewed.  
The S. S. No. 2 has now been partly completed in accordance with the Board Liverpool Report 34474, 7/6/89, as follows:-  
The fore and after peaks and cement in same examined and found in good order.  
The chain cables ranged and examined and 270 fathoms found

PRESENT CONDITION OF THE		Boats 6	
Decks	good	Boats	6
Waterways	good	Masts, Yards, &c.	good
Comings	good	Condition, how ascertained	found
Up'r Dk. Beams & Fastenings	where seen good	Sails	good
Low'r Dk. Beams & Fastenings	good	Anchor No. of	3 B, 1 S, 2 K
Planksheers	good	Cables Ranged	270 fms. good
Sheerstrakes	good	Hawsers & Warps	good
Topsides	good	Standing & Running Rigging	good
Wales	good		
Engine Room Skylights	good		
Coal Bunker, Openings, Lids, &c.	good		
Scuppers	good		
Cargo & Main Hatchways	good		
Hatches	good		

General Observations, Opinion as to Class, Recommendation, &c. :  
The vessel, so far as now seen, is in a good and efficient condition and eligible in my opinion to remain as classed, and on examination of the cement in the fore hold, and renewal of the tapped rivets in the bottom to have notation of S. S. No. 2.

Entry Fee (if chargeable) per Scale I., Sec. 27... £ : :  
Tide Fee (if chargeable) per Scale II., Sec. 27... £ : :  
Survey Fee (per Section 28) £ : :  
Special on Damage, Fee (if any) (per Sec. 28) £ : :  
Certificates (if required) to be sent as per margin £ : :  
Traveling Expenses (if chargeable) £ : :  
Second Surveyor's Fee (if any) £ : :  
Fees applied for, 18  
Received by me, 18  
Char. H. Jordan  
Surveyor to Lloyd's Register of British & Foreign Shipping.  
Committee's Minute TUES 10 JUNE 1890  
Character assigned Deferred for  
Write into same completion  
14/6/90  
FRI 13 JUNE 1890  
FRI 23 JAN 91  
TUES 12 AUGUST 1890  
TUES 14 OCT 1890  
FRI 3 APR 1891  
Lloyd's Register  
Foundation  
LON 689-0455



5073/200

Complete and in good order, but as the vessel requires 300 fms. the overlooker has undertaken to have the matter seen to on the vessel's return from her present voyage.

The cement in the fore hold could not be examined on the present occasion, on account of the discharging of cargo being delayed, and this therefore remains (together with the renewal of the tapped rivets in the bottom and supplying of 30 fathoms of chain cable) to be done, to complete the S. S. No. 2.

Chas. H. Jordan

The load-line mark has been checked and found to be correct, viz: 23' 6". The freeboard corresponding to this has been ascertained to be 10' 2" to the top of the wood awning deck, and 3' 3 1/4" to the top of the iron main deck. The moulded depth (to main deck beams) has also been ascertained to be 26 feet, the round of awning deck beams 8 1/4 ins., and the height from the top of the main deck stringer to the top of the awning deck stringer at the side of the vessel 6' 7 1/2".

C. H. J.

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.

THE SURVEYORS ARE REQUESTED NOT



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