

50989

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

(Received at London Office, 24<sup>th</sup> 9 AUGUST 1890)

No. 132 Date of Writing Report 8.8.90 is Port of London  
 No. in Reg. Book. 132 Survey held at London Date, first Survey Aug: 7 1890 Last Survey Aug: 7 1890  
132 on the Machinery of the S.S. "Oranmore" Master W. Johnston & Co. No. of Visits 1882-7  
 Tonnage Gross 3377 Net 2570 Vessel built at Barrow By whom Barrow S.B. Co. When 1882-7  
 Registered Horse Power 300 Engines made at Barrow When 1882 Boilers, when made (Main) 1882 (Donkey)  
 No. of Main Boilers 2 Owners W. Johnston & Co. Port Barrow Voyage Victoria  
 Steam Pressure in Main Boilers 80 lbs.  Surveyed afloat or in Dry Dock Victoria (State name of Dock.)  
 in Donkey Boiler 80 lbs. Class of Vessel & Machinery 100A1.  
 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) L.M.C. 10.86  
BS. 8.89.

Last Survey No. 5073 / Port Lon SS Liv. No. 1-86  
 Particulars of Examination and Repairs (if any) S.S. No 2. Along OK.  
Load line 23'6"  
 (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 should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?  
 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?

*Examd. cyldrs. slides, air, circultg. feed + bilge pumps + valves all found in good condtn. Spruce shft. had a diagonal mark found in No 2 journal which has been marked for extension. Thrust + tunnel shftg. in good condtn. Main Boilers exd. internally + externally: found in good condition. Safety Valves in good condtn. + set under steam to 80 lbs.*

*The which boiler will be examd. on the vessel's return say in 2 mths. time.*

General Observations, Opinion, and Recommendation:— *The machinery being now in good + safe working condition renders the vessel eligible in my opinion to be marked with L.M.C. 8.90 subject to the which boiler being examd. as stated above.*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for
Survey Fee (per Section 28)	£	✓	✓	18
Special Damage Fee (per Section 28)	£	:	:	received by me,
*Certificate (if required) as per margin	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

*Geo. E. Wieremson*  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Deferred  
 Assigned



T. & S. Form No. 2—Transfer Ink—4000, 9/12/89. \* Certificate to be sent to (Minute) (The Surveyor is requested not to write on or above this page.)

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

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.

It is submitted that this vessel will  
be eligible to have + L.M.C. 8 90  
recorded, when the donkey bulb  
& its safety valve, have been  
examined, & valves  
adjusted under  
steam.

W. A.

13. 8. 90



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