

50989

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

(Received at London Office, 14<sup>th</sup> 9 AUGUST 1890)

No. 132 Date of Writing Report 8.8.90 is 18 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. "Opanmore" 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 Boilers, when made (Main) 1882 (Donkey)  
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 at Barrow in Dry Dock (State name of Dock.)  
in Donkey Boiler 80 lbs. Class of Vessel & Machinery 100 A1.  
(As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey) LMC 10.86 BS. 8.89.

Last Survey No. 50 3 / Port London SS Liv. No. 1-86

Particulars of Examination and Repairs (if any) S.S. No 2.

Along 8K.  
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. cyls. slides, air, circultg. feed & bilge pumps  
& valves all <sup>put</sup> found in good condtn. Grate shft. exd. 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 con-  
dition. 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:—

(State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

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) .....	£	:	:	
*Certificate (if required) as per margin .....	£	:	:	received by me,
Travelling Expenses (if chargeable).....	£	:	:	18

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

Committee's Minute

Assigned

Deferred

FRI 23 JAN 91

15 AUGUST 1890

TUES 14 OCT 1890

FRI. 3 APL 1891

Lloyd's Register  
Foundation

LON690-0280

State, a report is also now sent on the ship

Certificate

T. & S. Form No. 2—Transfer Ink—4000, 9/12/89.

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



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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