

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

(Received at London Office. 9. 10. 90)

No. *132* Date of Writing Report *9. 10. 90* 18 *90* Port of *London*  
No. in Reg. Book *132* Survey held at *London* Date, first Survey *Sept. 24* Last Survey *Oct. 8* 18*90*  
on the Machinery of the *S. S. "Oranmore"* Master *Barrow S. B. Co.* No. of Visits *7*  
Tonnage Gross *3377* Net *2215* 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  
Steam Pressure in Main Boilers *80 lbs* ☒ Surveyed Afloat ☐ in Dry Dock *Victoria* Class of Vessel & Machinery *100 A1*  
in Donkey Boiler *70* (State name of Dock.) (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.) *L.M.C. 10.86. B.S. 8.39.*  
Last Survey No. *50984* Port *London* SS N<sup>o</sup> *1-86*

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

Which boiler examd: internally: & externally: the tubes found to be very thin, recomd. boiler to be retubed which has been done, front shell plate at bottom renewed & riveted patch fitted in Port comb. chr. Boilers tested with hyd. press: to 100 lbs  
Safety Valves in good condn. Lifted at 70 lbs under steam. Forward upper tube plate of condenser found to be badly cracked. Recommdd. new plate & four stays to be fitted to each tube plate which has been done.

General Observations, Opinion, and Recommendation:— The survey being now completed the vessel is eligible in my opinion to have *L.M.C. 8.90* recorded, subject to the annual *B.S.* as per rule.

Office or Registration Fee (per Sec. 27) £ : : Fees applied for  
Survey Fee (per Section 28) £ *5* : *10* } *13. 10. 1890*  
Special Damage Fee (per Section 28) £ : : } *BB*  
\*Certificate (if required) as per margin £ : : } received by me,  
Travelling Expenses (if chargeable) £ : : } *24/6* 18 *90*  
Committee's Minute *TUES 14 OCT 1890* *FRI 23 JAN 91* *FRI 3 APR 1891*  
Assigned *L.M.C. 8.90* // *Deferred for*  
*24 Ship report* *Completion of work*  
Lloyd's Register Foundation  
LON 691-0097



It is submitted that this  
vessel is eligible to  
have + L.M.C. & 90  
recorded.

N.A.  
13 10 90

