No. 54157

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

(Received at London Office 9 MAR 1893)

Date of writing Report 4th March 1893 When handed in at Local Office ——— is Port of London

No. in Reg. Book. 142 Survey held at London Date, First Survey 27th Feb. Last Survey 1st March 1893 (No. of Visits 3)

on the Machinery of the ~~Wood,~~ Iron ~~or Steel~~ S.S. Oranmore Master R. Bartlett

Tonnage { Gross 3377 / Net 2215 } Vessel built at Barrow By whom Barrow S.B. Co. (Lim.) When 1882 7.

Registered Horse Power 300 Engines made at Barrow When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers 2 Owners W. Johnston & Co. (Lim.) Mgrs. Port Barrow Voyage Boston.

Steam Pressure— in Main Boilers 80 If Surveyed Afloat or in Dry Dock Thames Dry dock & Vic. Dk. (State name of Dock.)

in Donkey Boiler

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠ 100 A1. Swging dk. with sleeves 10.92. S.S. Lon. No 2. 90		B.S. 10.92. ✠ L.M.C. 8.90

Last Survey No. ——— Port ———

Particulars of Examination and Repairs (if any) Conditions

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

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Do. " Donkey " " No

If this was not done, state for what reasons? Not due for survey.

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? No

At what pressure were they afterwards adjusted under steam? Not adjusted

Did the Surveyor examine the Safety Valves of Donkey Boiler? No

To what pressure were they afterwards adjusted? Not adjusted

If the Survey is not complete state what arrangements have been made for its completion? Complete.

Vessel placed in dry dock and sea-connections. The tail end shaft and propeller being corroded at parts were now removed and a new tail shaft and propeller efficiently fitted.

General Observations, Opinion, and Recommendation:— This vessel's machinery, as far as seen, is in safe working condition and eligible, in my opinion, to remain as classed without further record of survey.

(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. 9,92, B.&M.S. 9,92 or ✠L.M.C. 9,92, as the case may be.)

Office or Registration Fee (per Sec. 27)	£ : :	Fees applied for ——— 18	R. Elliott	
Survey Fee (per Section 28)	£		Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.	
Special Damage Fee (per Section 28)	£ :	Received by me, ——— 18		
Travelling Expenses (if chargeable)	£ : :			

*State if Certificate is required

Committee's Minute FRI 10 MAR 1893

Assigned As now

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

*Certificate to be sent to ———

Surveyor's Report is also now sent on the Ship ———

(The Surveyors are requested not to write on or below the space for Committee's Minute.)

14—LRPH—Form No. 9—Transfer Ink—10,000, 20/1/93.

LON 698-0248

It is submitted that this vessel is eligible to remain AS CLASSED.

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.

On account of wear & tear a new tail shaft has been fitted —

JMB 9. 3. 93 —

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.