

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

(Received at London Office **FRIDAY 7 SEP 1894**)

Date of writing Report *Sept 6 1894* When handed in at Local Office *18* Port of *London*
 No. in Reg. Book. Survey held at *London* Date, First Survey *Aug 30* Last Survey *Sept 4 1894*
159 on the Machinery of the *Wood, Iron or Steel* **S.S. ORANMORE.** Master *Campbell*
 Tonnage Gross *3377* Net *2215* Vessel built at *Barron* By whom *Barron S.B. Co. Ltd* When *1882* 7
 Registered Horse Power *300* Engines made at *Do.* When *1882* Boilers, when made (Main) *1882* (Donkey) *1882*
 No. of Main Boilers *2* Owners *(W. Johnston & Co. Ltd)* Port *Barron* Voyage *America*
 No. of Donkey Boilers *1* If Surveyed Afloat or in Dry Dock *Victoria Dock* Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
 Steam Pressure in Main Boilers *80 lbs* (State name of Dock.)
 in Donkey Boilers *65 lbs*

Last Survey No. _____ Port _____
 Particulars of Examination and Repairs (if any) *Part S. 9 No. 3* 100 *A. 1. 7. 94* *L.M.C. 8. 90.*
 SS. Lon No. 2. 90 *B.S. 10. 93.*

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *Starboard Main Boiler*
 Do. " Donkey " *No*
 If this was not done, state for what reasons? *Port Main Boiler & Donkey Boiler already examined*
 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? *Yes*
 At what pressure were they afterwards adjusted under steam? *80 lbs per sq. in.*
 Did the Surveyor examine the Safety Valves of Donkey Boiler? *No*
 To what pressure were they afterwards adjusted? *not yet adjusted.*
 If the Survey is not complete state what arrangements have been made for its completion? *To be completed on vessel's return in about five weeks time.*

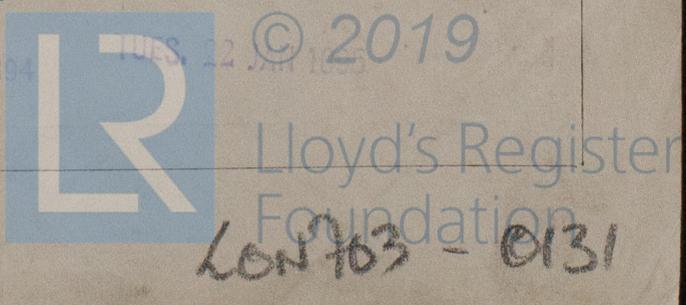
Examined Starboard Main Boiler & safety valves. Main safety valves adjusted under steam.
The defective crank shaft has now been renewed as recommended in the London report. No. 55690.
The repairs to the Donkey Boiler have been commenced & will be completed on vessel's return.
To complete the survey, sea connections to be examined, repairs to the Donkey boiler to be completed and the Donkey B. safety valves to be adjusted under steam.

General Observations, Opinion, and Recommendation:— *This vessel's Machinery is now as far as been in good condition & in our opinion the vessel is eligible to remain as classed with record L.M.C. 9. 94 as recommended in the London reports. Nos. 55282 & 55690. when the survey has been completed as above.*

Office or Registration Fee (per Sec. 27)	£	:	:	Fees applied for <i>8/9 18 94</i> <i>+ 3/12 94</i> Received by me, <i>31/12/94</i>
Survey Fee (per Section 28)	£	6	10	
Special Damage Fee (per Section 28)	£	:	:	
Travelling Expenses (if chargeable)	£	:	:	

W. Salmon and R. Elliott
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

*State if Certificate is required _____
 Committee's Minute *TUES. 11 SEP 1894*
 Assigned *Deferred*



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.
 *Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)
 16-LRFB-Form No. 9-Transfer Ink-5,000, 4/4/94.

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