

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

Date of writing Report 6th June 95 When handed in at Local Office 10/6/95 is Port of London

No. in Reg. Book 159 Survey held at London Date, First Survey April 1895 Last Survey 1st June 1895

on the Machinery of the Wood, Iron or Steel S.S. Oranmore Master Campbell

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

Registered Horse Power 360 Engines made at Do When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers Two Owners Wm Johnston & Co. Lim Port Barrow Voyage Boston

No. of Donkey Boilers One If Surveyed Afloat on in Dry Dock Victoria Dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 80 in Donkey Boilers 65

Last Survey No. 6745 Port London

Particulars of Examination and Repairs (if any) Damage + B.S.

(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? Yes

Do. " Donkey " " Yes

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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes

At what pressure were they afterwards adjusted under steam? 82 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? Yes

To what pressure were they afterwards adjusted? 65 lbs.

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

Now done on account of damage - stated to have been caused during a voyage from Boston to London on the 15th April 1895. - the cause of damage being unknown. - The bottom bar of H.P. cylinder face, between steam & exhaust ports was found to be broken away and a new H.P. cylinder was now fitted.

B.S. - Main & Donkey boilers examined internally & externally, their safety valves examined & adjusted under steam to above pressures.

Repairs to D.B. - Thirteen water space stays at back and four on port side of combustion chamber now renewed on account of wear & tear.

General Observations, Opinion, and Recommendation: This vessel's machinery so far as seen is now in safe working condition and eligible, in my opinion, to remain as classed with record of B.S. 6.95 entered in the Register Book.

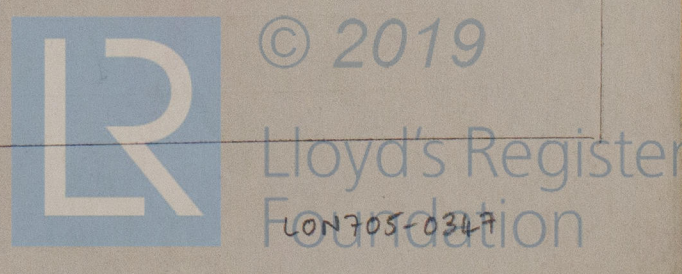
Office or Registration Fee (per Sec. 27).....	£ 10.6	1895
Survey Fee (per Section 28).....	£ 2.0.0	
Special Damage Fee (per Section 28).....	£ 3.3.0	
Travelling Expenses (if chargeable).....	£ 5.3.0	
Less 10%	£ 1.0.0	
	£ 4.13.0	

Received by me, R. Elliott 15/6/95

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

Committee's Minute TUES 11 JUN 1895

Assigned B.S. 6.95



on account of damage
New A.P. Cylinder fitted
on account of Wear & Tear
A few moderate repairs effected
to Main Boilers

It is submitted that
this vessel is eligible for
THE RECORD. BS6, 95

A.P.R.
10.6.95

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