

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

(Received at London Office)

10/6/95

Date of writing Report 6th June 95 When handed in at Local Office London is 10/6/95 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 Met 2215 Vessel built at Barrow By whom Barrow S. B. Co. (Lim.) When 1882 YEAR. MONTH. 7

Registered Horse Power 300 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 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 in Donkey Boilers 65 Last Survey No. 154 Port London Particulars of Examination and Repairs (if any) Damage + B.S.

CHARACTER.	Date of last Survey and of Periodical Surveys.	Year Assigned now or expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A. 1.</u>	<u>1.95</u>		<u>L.M.C. 3.94</u>
<u>Awyrdk with fresh</u>			
<u>S.S. Lon. 7-3-11.94</u>			

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? Yes

Did the Surveyor examine the Safety Valves of the Main Boiler? 82 lbs.

At what pressure were they afterwards adjusted under steam? Yes

Did the Surveyor examine the Safety Valves of Donkey Boiler? 65 lbs.

To what pressure were they afterwards adjusted? Complete

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.D. - 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.

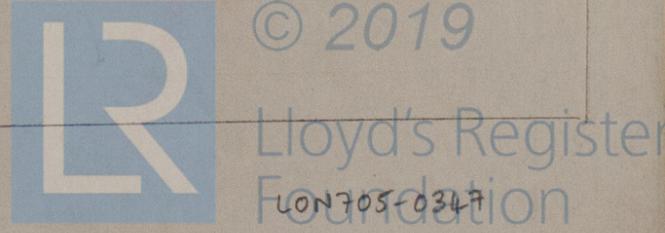
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this Survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.: thus, for example, B.S. 4.01, E.M.S. 4.01 or L.M.C. 4.01, 140 lb., F.D., &c.)

	£	Fees applied for
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	
Less 10%	- 10 -	
	4 13 -	2 17 13/100 3/7/95 PLW

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

Committee's Minute TUES 11 JUN 1895

Assigned 226,95



State if a Report is also now sent on the Ship or if not whether, and when, one will be sent.

10-L.R.F.R.-Report No. 4-Transfer Ink-5,000, 3/4, 95. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)

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

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

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.

It is submitted that
this vessel is eligible for
THE RECORD. B56, 95

A.P.R.
10.6.95

000

Handwritten notes in margin

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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