

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

(Received at London Office) WED. 21 OCT 1896

Date of writing Report October 20. 96 When handed in at Local Office London is Port of London.

No. in Reg. Book 179 Survey held at London Date, First Survey Octy Last Survey Oct 19 1896  
 on the Machinery of the Wood, Iron or Steel S.S. Orammore Master [Signature]

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

Registered Horse Power 340 Engines made at Do. When 1882 Boilers, when made (Main) 1882 (Donkey) 1882

No. of Main Boilers 2 Owners Burrell & Co. Port Barrow Voyage New Orleans

No. of Donkey Boilers 1 If Surveyed Afloat or in Dry Dock A. a Dry Dock & apart. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure— 80 lbs in Main Boilers. 65 lbs in Donkey Boilers.

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Years Assigned how expired.	Machinery and Boiler Surveys (including date of N.B., if any).
<u>100 A.1. 2-96</u>		<u>H.M.C. 3-94</u>
<u>S.S. Lon No. 3. 11. 94</u>		<u>B.S. 6. 95.</u>

Last Survey No. \_\_\_\_\_ Port \_\_\_\_\_  
 Particulars of Examination and Repairs (if any) 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? No

Do. " Donkey " " Yes

If this was not done, state for what reasons? Main Boilers 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? ✓

At what pressure were they afterwards adjusted under steam? ✓

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

To what pressure were they afterwards adjusted? 64 lbs.

Has the propeller shaft been drawn and examined at this time? Yes

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

Examined Donkey Boiler internally & externally & Safety valves, also sea connections fastenings, propeller, stem bush, & screw shaft (which was drawn in)

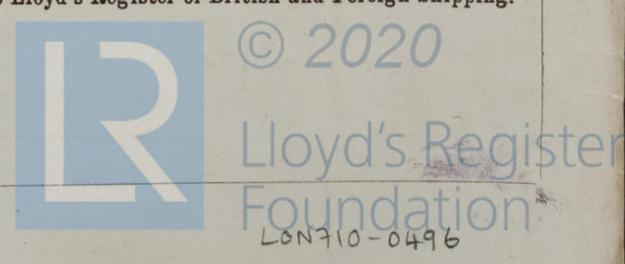
Repairs due to wear & tear. All tubes, steam space stays, 36 screwed stays, furnaces & lower part of combustion chamber backs renewed in Donkey Boiler, which was afterwards satisfactorily tested by hydraulic pressure to 100 lbs per sq.

General Observations, Opinion, and Recommendation:— This vessel's boilers & machinery are now in good condition as far as seen & in our opinion the vessel is eligible for the record B.S. 8. 96 (See Lada report No. 58015)

Office or Registration Fee (per Sec. 27)..... £	:	:	Fees applied for
Survey Fee (per Section 28)..... £	:	:	
Special Damage Fee (per Section 28)..... £	:	:	
Travelling Expenses (if chargeable)..... £	:	:	
			Received by me,
			18

[Signature]  
A. Elliott  
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

State if Certificate is required \_\_\_\_\_  
 Committee's Minute FRI 30 OCT 1896  
 Assigned B.S. 8. 96



Has a Survey also been held on Ship? If so, is the Report sent now, or when will it be sent?

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

\*Certificate to be sent to.

Extensive repairs to downy boiler  
owing to wear & tear

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 13.2.8.96

J.S.  
28.10.96

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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