

# REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 23/1/96 When handed in at Local Office 23/1/96 Port of London  
No. in Reg. Book. 247 Survey held at London Date, First Survey Nov 19 Last Survey 21-11-96  
on the Wood, Iron or Steel S/S Ormiston Master E. Outram  
Tonnage: Built at Belfast By whom R. E. Allan When 1893-11  
GROSS 3562 Owners R. E. Allan Port belonging to Glasgow  
UNDER DECK 3824 Owners Address Blackwall Point  
NET 2306 (if not already recorded in Register Book) Blackwall Point Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).  
Surveyed Afloat or in Dry Dock Dry Dock Name of Dock Blackwall Point Voyage Cape.

WB=CellDBorDB 200 feet; uE&B 200 feet; f 200 feet; }  
total capacity 701 tons; FPT 46 tons; APT 46 tons; MT 46 tons. }  
N.B.—All alterations in the existing records should be underlined.

If the vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Survey, No. 43046 Port Liv

(Periodical Surveys, when held, must be reported in detail and serially 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 summarised in the form shown below. Whenever the replacement of Anchors, Chains, or Hawsers is reported, the particulars of weight or size and test of the articles should be clearly stated, and also the weight or size, &c., required by the Rules, together with the vessel's Equipment Letter, if any. State also the dates and initials of any letters respecting this case.)

REPAIRS, OR EXAMINATION AS PER RULE, FOR Condition

This steamer was placed in the Blackwall Point Dry Dock the bottom examined cleaned & recoated. an indent on the fore-bilge examined & cement examined in wake of same.

SUMMARY OF DAMAGE REPAIRS:—	Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed ... ..								
Faired or Repaired ...								
PRESENT CONDITION OF THE	Good	Good	Good	Good	Good	Good	Good	Good
Decks	Good	Good	Good	Good	Good	Good	Good	Good
Waterways	Good	Good	Good	Good	Good	Good	Good	Good
Coamings	Good	Good	Good	Good	Good	Good	Good	Good
Up'r Dk. Beams & Fastenings	Good	Good	Good	Good	Good	Good	Good	Good
Low'r Dk. Beams & Fastenings	Good	Good	Good	Good	Good	Good	Good	Good
Plating	Good	Good	Good	Good	Good	Good	Good	Good
Roaming	Good	Good	Good	Good	Good	Good	Good	Good
Rivets & Turnbills	Good	Good	Good	Good	Good	Good	Good	Good
Breasthooks & Stomson	Good	Good	Good	Good	Good	Good	Good	Good
Transoms, Painters, & Crutches	Good	Good	Good	Good	Good	Good	Good	Good
Timbers of Frame at the opening	Good	Good	Good	Good	Good	Good	Good	Good
Keelsons	Good	Good	Good	Good	Good	Good	Good	Good
Stringers, Clamps & Shells	Good	Good	Good	Good	Good	Good	Good	Good
Ceiling	Good	Good	Good	Good	Good	Good	Good	Good
Cement or Asphalt	Good	Good	Good	Good	Good	Good	Good	Good
Tanks	Good	Good	Good	Good	Good	Good	Good	Good
Caulking of Bot'm, D'k, & Wat'rw'ys	Good	Good	Good	Good	Good	Good	Good	Good
Copper on Y.M.	Good	Good	Good	Good	Good	Good	Good	Good
Rudder	Good	Good	Good	Good	Good	Good	Good	Good
Windlass & Capstan	Good	Good	Good	Good	Good	Good	Good	Good
Have Pumps now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Have Sluice Valves now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Have Watertight Doors now been examined and found efficient?	Good	Good	Good	Good	Good	Good	Good	Good
Dblng. Plates under Sounding Pipes	Good	Good	Good	Good	Good	Good	Good	Good
Engine Room Skylights	Good	Good	Good	Good	Good	Good	Good	Good
Coal Bunker, Open'gs, Lids, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Scuppers	Good	Good	Good	Good	Good	Good	Good	Good
Cargo & Main H'tch'w'ys	Good	Good	Good	Good	Good	Good	Good	Good
Hatches	Good	Good	Good	Good	Good	Good	Good	Good
Boats	Good	Good	Good	Good	Good	Good	Good	Good
Masts, Yards, &c.	Good	Good	Good	Good	Good	Good	Good	Good
Condition, how ascertained	Good	Good	Good	Good	Good	Good	Good	Good
Sails	Good	Good	Good	Good	Good	Good	Good	Good
Equipment letter	Good	Good	Good	Good	Good	Good	Good	Good
Anchors, No. of	Good	Good	Good	Good	Good	Good	Good	Good
Cables (State if now ranged)	Good	Good	Good	Good	Good	Good	Good	Good
Rule length	Good	Good	Good	Good	Good	Good	Good	Good
Rule length	Good	Good	Good	Good	Good	Good	Good	Good
Hawsers & Warps	Good	Good	Good	Good	Good	Good	Good	Good
Standing & Running Rigging	Good	Good	Good	Good	Good	Good	Good	Good

General Observations, Opinion as to Class, Recommendation, &c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 9,91," or "to remain as classed and to have record of survey, 9,91, and the notations of ss No. 1-91 and ptND91, &c."

This steamer now appears to be in a sound and efficient condition, eligible in my opinion to remain as classed with a fresh record of Survey Lou 11/96.

Office Fee (if chargeable) per Scale II., Sec. 27 ..... £  
Survey Fee (per Section 28) ..... £  
Special Damage or Repair Fee (if any) (per Sec. 28.) ..... £  
Travelling Expenses (if chargeable) ..... £  
Second Surveyor's Fee (if any) ..... £  
Fees applied for .....  
Received by me, .....  
Edward W. Tierney  
Surveyor to Lloyd's Register of British & Foreign Shipping.

Committee's Minute  
Character assigned ✓  
FRI 27 NOV 1896  
100A1