

Rpt. 9

Date of writing report 27-2-62. Received London \_\_\_\_\_ Port HONG KONG. No. 16799  
Survey held at Hong Kong. No. of visits 4 First date 15-1-62. Last date 2-2-62.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 08935 S.S. Name "DORINTHIA"  
Owners Vega S.S. Co. Ltd. Managers Wheelock, Marden & Co. Ltd. Gross tons 3695 Date of build 7-1929  
Engines made 1929 By Cammell Laird & Co. Ltd. Bkn. Type \_\_\_\_\_ Port of Registry Hong Kong.

No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 2 SB W.P. 180 lb. Spt.  
No. of Aux./Donkey Boilers -- W.P. --  
Surveyed Afloat or in Dry Dock Both.  
Nature of Survey DS, MBS, & Gen. Examn.  
Was Damage Report issued? -- Int. Cert.? Yes.  
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull		Machinery	
+100A1	With fbd. 12,60	+LMC	2,58
SS	2,58	MBS	12,60
(Dr.)	2,53	TS CL	2,58
		SPS	12,60

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus + should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers/ Good. Wear Down of Stern Bushes .095" Oil-Glands Sea Connections Good.  
Fastenings Good. Has Screwshaft Tubeshaft been drawn? No. Date of Examination -- Has Shaft been changed? --  
Has Shaft now fitted been previously used? -- Has Shaft now examined/fitted a continuous liner? -- Approved oil gland? --

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods  
2 Valves & Gears H.P. & I.P. - Good.  
3 Connecting Rods, Top Ends & Guides Side Centre  
4 Crankpins & Bearings Side Centre  
5 Journals & Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers

SCAVENGE BLOWERS

SUPERCHARGERS

MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

STEAM COMPRESSORS

CLUTCHES & HYDRAULIC COUPLINGS

REDUCTION GEARING

THRUST BLOCKS, SHAFTS & BEARINGS

INTERMEDIATE SHAFTS & BEARINGS

HOLDING DOWN BOLTS & CHOCKS

CONDENSERS (MAIN & AUX.)

STEAM RE-HEATERS

DE-SUPERHEATERS

STOP & MANOEUVRING VALVES

MAIN ENGINE DRIVEN PUMPS

CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? Yes.

OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this ship is so far as now seen is, in our opinion, eligible to remain as now classed in the Register Book, with fresh record of M.B.S. 1,62, now.

Date of Committee THURSDAY 29 MAR 1962  
Decision AS now MBS. 1.62

Noted for Header

John Manson & J.L.V. Whittle.  
Engineer Surveyors Lloyd's Register of Shipping

002870-002875-0087

Lloyd's Register Foundation

If certificate is required state where to be sent



32 Essential Independent Pumps (Identify by position) Harbour feed; General Service; Ballast; Main circulating - opened for general overhaul & adjustment & subsequently exd. under working conditions - Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls Generally examined - Good.

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary? Yes, for Gen. Examn. requirements.

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators Generally examined 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery & tested - Good. 45 Windlass 46 Fire Extinguishing Arrangements Good.

AUXILIARY ENGINES (Identify by position) Steam engines driving dynamos, main circulating pump, F.D. fan, and steering gear all examined running under working conditions and found satisfactory.

PROPULSION		ELECTRICAL EQUIPMENT	
		PORT	STARBOARD
a	Generators		
b	Exciters		i Generators & Governors
c	Air Coolers		
d	Motors		m Motors
e	Air Coolers		
f	Control Gear, Cables, etc.		n Switchboards & Fittings
g	Insulation Resistance		o Circuit Breakers
h	Insulating Oil Test		p Cables
i	Overspeed Governors		q Insulation Resistance Good. Carried out as Gen.
j	Magnetic Couplings		r Steering Gear Generators and Motors Examn. requirement.
k	Air Gap		s Navigation Light Indicators

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN P. & S. - Good. S. 19-1-62; P. 25-1-62.

AUXILIARY, DONKEY or PRESS

Superheaters Good.

Safety Valves Good.

Mountings, Doors & Fastenings Good.

Safety Valves Adjusted to { Sat. 180 lbs. per square inch.  
Spt. 180 lbs. per square inch.

Boiler Securing Arrangements Good.

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Yes.

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Yes - Good. Funnel Good.

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

GENERAL EXAMINATION for Postponement of Machinery S.S. until February, 1963, now carried out in accordance with terms of Circular 1959, and as advised to London ("Classn. R") by Owners' letter dated 2nd January, 1962.

The Machinery items mentioned in this report all generally examined during routine overhaul, repair, and adjustment, and subsequently found good and efficient when seen running under working conditions.

The Machinery generally found to have been well maintained and kept in efficient running order, and it is submitted that the deferment requested should receive favourable consideration.

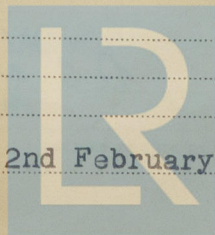
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Survey fees Gen. Examn. \$120.00  
M.B.S. 480.00

Damage fee ...  
Expenses... 30.00

Date when A/c rendered 2nd February, 1962.



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£3 due 2/62 (Payment under 2/63 approved 16/2/62, provided satisfactory G.E. held).  
G.E. not held.  
M.B.S. due 12/61, not held. Docking. Repairs

It is submitted that this vessel is eligible for THE RECORD M.B.S. 1/62.

It is further submitted that payment of F.S. until 2/63 may be approved.