

Rpt. 9

Date of writing report 30th September, 1956. Received London

12 OCT 1956

Survey held at Hong Kong.

No. of visits 6

Port Hong Kong.

No. 13222.

First date 27th July, Last date 19th August, 1956.

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 58069 S.S. "DORINTHIA"

Owners Whangpoo S.S. Co., Ltd.

Gross tons 3599.

Date of build 7-1929.

Engines made 1929. By Cammell Laird &amp; Co., Ltd.

Managers Wheelock, Marden &amp; Co., Ltd.

Port of Registry Hong Kong.

No. of Main Engines 1 No. of Screws 1.

No. of Main Boilers 2 W.P. 180 lb.

No. of Aux. Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both.

Nature of Survey and Additions.

Was Damage Report issued? No. Int. Cert.? Yes.

Last Report (For Head Office only)

Records of Survey &amp; Special Notations as per Register Book

Hull		Machinery	
+100Al with fbd.	7,55	+LMC	2,53
ssh.Kg.(Dr)	2,53	TS CL	1,53
		BS	2,55

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 3/16" Oil Glands XXXXXX Sea Connections Good.  
 Fastenings Good. Has Screwshaft/Takeshaft been drawn? Yes. Date of Examination 15.8.56. Has Shaft been changed? No.  
 Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes. Approved oil gland? No.

MAIN ENGINES (Recip. Steam or No.)

1 Cyls., Covers, Pistons &amp; Rods

2 Valves &amp; Gears

3 Connecting Rods, Side  
Top Ends & Guides Centre4 Crankpins & Side  
Bearings Centre

5 Journals &amp; Bearings

MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons &amp; Rods

7 Connecting Rods &amp; Top Ends

8 Crankpins &amp; Bearings

9 Journals &amp; Bearings

10 Coolers &amp; Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons &amp; Rods

12 Connecting Rods &amp; Top Ends

13 Crankpins &amp; Bearings

14 Journals &amp; Bearings

15 Levers

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings &amp; Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES &amp; HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS &amp; BEARINGS

24 INTERMEDIATE SHAFTS &amp; BEARINGS

25 HOLDING DOWN BOLTS &amp; CHOCKS

26 CONDENSERS (MAIN &amp; AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP &amp; MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring? No.

OPINION OF MACHINERY AND RECOMMENDATIONS This vessel's machinery, so far as now seen, is in an efficient condition and eligible, in my opinion, to remain as classed, with record of TS CL 8,56, & BS 2,56, and the additional notation "fitted for oil fuel 8,56, FP above 150° F." and subject to outboard dynamo engine being examined under working conditions on vessel's return to Hong Kong, but without condition regarding H.P. cylinder cover now dealt with, and Auxiliary Boiler, now removed from ship.

Date of Committee

Decision

THURSDAY 8 NOV 1956

As now subject  
8,56 BS 2,56

Fitted for oil fuel 8,56 FP above 150°F

30m, 5, 54. T.

J.L.V. Whittle

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

002870-002875-0093 12



32 Essential Independent Pumps (Identify by position).....

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....

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..... 43 Have Evaporator Safety Valves been tested under steam?.....

44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements..... Good.

#### AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
PROPULSION	PORT	STARBOARD	
Generators			Generators & Governors As reported.
Exciters			
Air Coolers			
Motors			Motors
Air Coolers			Switchboards & Fittings As reported.
Control Gear, Cables, etc.			Circuit Breakers
Insulation Resistance			Cables As reported.
Insulating Oil Test			Insulation Resistance
Overspeed Governors			Steering Gear Generators and Motors
Magnetic Couplings			Navigation Light Indicators
Air Gap			

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

MAIN Stbd. - Good. Internally examined 27.7.56. ~~AUXILIARY DONKEY APPEARS~~

Superheaters Starboard - Good.

Safety Valves Starboard - Good.

Mountings, Doors & Fastenings Starboard Good.

Safety Valves Adjusted to 180 lbs. per sq. inch on main and superheat safety valves.

Boiler Securing Arrangements Starboard - Good.

~~Main Economisers~~ ~~Starboard Generator Safety Valves Adjusted to~~

Steam Heated Steam Generators ~~Forced Circulating Pumps~~

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. 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)

#### Now Done for O.F. Conversion (Forced Draught) :-

The vessel has been converted at this time to oil burning, in accordance with accordance with plans approved 11.3.53. and 6.7.53 for S.S. "EUSTON", re-named "DORINTHIA".

Oil fuel is carried in the following double bottom tanks :- Nos.1 (common), 2 (p & s), 5 (p & s), & 6 (common).

Built in settling tanks (1p, 1s) are constructed between second deck, and double-bottom, at sides of donkey boiler recess. Oil-tight gutterways are arranged in way of these tanks and led to oil-tight bilges p & s. Self-closing drain cocks fitted, led to oily bilges.

Forward bulkheads of settling tanks efficiently insulated.

Overflow from p & s settling tanks, through well-lighted sight-glasses to No.2 p & s D.B. tank.

Extended spindles, with brass nameplates, fitted to settling tanks high and low suctions, and stop valves of fuel transfer pump, fuel unit, and steam smothering, all operated from bridge deck.

(Contd. next page).

Survey fees	TS	\$120.00
	BS	192.00
	O.F. Conv.	600.00
	Additions	212.00
Disbursements		
W & T Reps.		100.00
Expenses...		\$14.00

Date when A/c rendered. 30th August, 1956.

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Port of HONG KONG.

Continuation of Report No.13222. dated 31st August, 1956. on the

#### Machinery of the S.S. "DORINTHIA"

#### Oil Fuel Conversion (Forced Draught) :-

The oil fuel unit, consisting of two fuel heaters and two pressure pumps, fitted in forward recess in stokehold, where auxiliary boiler, now removed, had been fitted :-

Todds Fuel Heaters. Marked :- Lloyd's Test 6.4.56. E.M.S.

P & S Weirs Pressure Pumps. Marked :- Lloyd's Test

290413 & 290411 12.3.56. R.I.

Weirs Fuel Transfer pump, fitted port side in stokehold, marked :-

Lloyd's Test 290418. 9.11.55. R.M.C.

The existing forced draught fan and engine have been retained.

Fire extinguishing arrangements to Rule requirements, with galvanised steam smothering pipes led below the oil fuel pumps and boilers, clear of tank top.

Tank top in stokehold well illuminated, and no hot-oil pipes are led below platform.

All pressure and suction fuel lines tested to Rule and found tight.

All double bottom oil fuel suctions led through direct change-over chests between transfer and ballast pumps.

Drip trays fitted under furnace mouths and quick-closing valves on boiler fronts.

Hand apparatus supplied for lighting up from cold.

No lead piping in machinery spaces, or funnel damper, and no connections between boiler feed water, ballast, or bilge lines.

Steam heating coils in settling tanks and double bottoms tested to Rule, with their drains led to observation tank.

Emergency fire-pump, to Hong Kong Government Marine requirements, fitted in No.5 tween deck, with sea suction valve (tested) fitted in tunnel recess, S.S.

Upon completion the installation was examined under working conditions, the port and starboard boilers examined under steam with their safety valves adjusted to the approved pressure and under a satisfactory accumulation test and all found in order.

#### Additions :-

A third steam driven dynamo, 20 KW, has been satisfactorily installed at this time, situated at the starboard side on the lower platform in the engine-room, and outboard of the 10 KW machine. A separate switchboard, of approved material, "Syndanyo", has been fitted for this machine, complete with switches, fuses, earth lamps etc.

#### Engine details :-

Bore 8" Stroke 5" RPM 500. Working pressure 100 p.s.i.

#### Dynamo details :-

Compound wound. Continuous rating.

120 volts. 167 amps. RPM 500.

The above set, made by The Marine Electric Co., Oregon, U.S.A. was opened up and examined before installation. The cylinder block was hydraulically tested to 200 lbs. per sq. inch and the insulation resistance of the dynamo and

(Contd. overpage)



Additions :- (Contd.)

its switchboard and cables tested to Rule requirements and all found in good order. Due to lack of time before the vessel sailed, it was not possible to examine the machine under working conditions, but the Owners' Representative states this will be dealt with when the vessel returns to Hong Kong in November, 1956.

Repairs (Wear & Tear) :-

M.P. cylinder bored out.

A number of minor repairs and adjustments carried out.

Starboard Boiler - 1 broken side c.c. stay renewed.

Condition of Class :-

Now Done

H.P. Cylinder cover re-examined and found to remain efficient and it is submitted this item be now deleted as a condition of class.

Auxiliary boiler now removed from ship and dismantled. It is submitted the condition regarding this boiler be now deleted.

Interim Certificate issued as per copy attached.

*Handwritten signature*



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