

## REPORT OF SURVEY FOR REPAIRS, &amp;c., OF ENGINES AND BOILERS

24 SEP 1951

(Received at London Office)

Date of writing Report 10-9-1951 When handed in at Local Office 10-9-1951 Port of SINGAPORE.  
 No in Reg. Book. Survey held at SINGAPORE. Date. First Survey 7-7-51 Last Survey 21-8-1951 (No. of Visits 6)  
 71450 on the Machinery of the Wood, Iron & Steel TWIN SC. M.V. "DRESTES"

Tonnage { Gross 7765. Vessel built at BELFAST. By whom WORKMAN, CLARK & CO. LD. When 1926.  
 Net 4737 Engines made at CPN. By whom HKT. BURMEISTER & WAIN. When 1926.  
 Nominal Horse Power — Boilers, when made (Main) — (Donkey) —  
 Owners OCEAN S.S. CO. LD. Owners' Address —  
 No. of Main Boilers — Managers A. HOLT & CO. Port LIVERPOOL. Voyage —  
 No. of Donkey Boilers — If Surveyed Afloat or in Dry Dock AFLOAT - DRYDOCK (KINGS DOCK)  
 Steam Pressure — in Main Boilers — (State name of Dock.)  
 in Donkey Boilers —

Last Report No. — Port —  
 Particulars of Examination and Repairs (if any) MACHINERY PARTS (CLASSIFICATION)

(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 briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case. Class (S) dated 26 FEB, 1951

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined. —

Was a damage report made by anyone else? If so, by whom? —

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? —

" " Donkey " " " " —

If not, state for what reasons. — What parts of the Boilers could not be thus thoroughly examined? —

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? —

State latest date of internal examination of each boiler. —

Present condition of funnel(s) Efficient.

Did the Surveyor examine the Safety Valves of the Main Boilers? —

To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine the Safety Valves of the Donkey Boilers? —

To what pressure were they afterwards adjusted under steam? —

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? —

and of the Donkey Boilers? —

Did the Surveyor examine the drain plugs of the Main Boilers? —

and of the Donkey Boilers? —

Did the Surveyor examine all the mountings of the Main Boilers? —

and of the Donkey Boilers? —

Has the screw shaft now been drawn and examined? No

Has it a continuous liner? —

Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? — If so, state reasons. —

Has the shaft now fitted been previously used? —

Has it a continuous liner? —

Is an approved oil retaining appliance fitted at the after end? —

State date of examination of Screw Shaft. —

State the wear down in the stern bush. 2 3/32; 5 3/16

Is electric light and/or power fitted? —

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? —

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? —

Engine parts, when referred to by numbers, should be counted from forward. Auxiliary machinery should be referred to by position in Machinery Space.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Survey complete (C.S. Score)

Work done. The following machinery parts opened up, examined, and all found or placed in satisfactory condition: —

Starboard main engine Nos. 1 to 8 crank pins and bottom end brasses and, Nos. 1 to 10 crank journals and main bearings.

Starboard thrust, thrust shaft and bearings and, thrust pads.

Starboard intermediate shafting and bearings.

Port and starboard oil fuel daily service tanks examined internally and the fittings examined.

Starboard side air receiver (internally) and its fittings and connections.

Fore/bilge pump (forward and aft) and starboard side) valves and clutches, impellers and shafting.

Steam driven auxiliary 2-stage air compressor in its entirety.

Wear and tear repairs. Main engine (starboard) No. 8 main bearing top half white metal journal badly broken and the spare top half bearing fitted. Inspection top half main bearing unsatisfactory. Steam engine of the auxiliary air compressor fitted with new valve spindle. The main repair effected. (Please see Continuation Sheet)

## General Observations, Opinion, and Recommendation. —

(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, BS 9,11, B&MS 9,11, &LHC 9,11 or &LHC 140 15, 16, &c.)

The machinery of this vessel so far as seen is in good condition and eligible, in my opinion, to have the record of MBS. C.S. (with dates) when the Classification Survey has been completed.

Survey Fee (per Section 29) PART MBS £ \$150= Fees applied for 7/9/1951  
 Special Damage or Repair Fee (if any) £ : : Received by me, W.P. Watson  
 Travelling expenses (if chargeable) £ : : 19

Committee's Minute TUES. 20 NOV 1951

Assigned Deferred for Comp  
 Cdn Survey

Engineer Surveyor to Lloyd's Register of Shipping.

003875-003883-0063 13

Lloyd's Register Foundation



T. S. M. V. "ORESTES"

Machinery Parts (Continued) Particulars and sizes were taken of the parts of the machinery opened up for examination and, are given in the attached Rpt 9a.

Now done for Docking. Vessel placed in drydock.

The propellers, sea valves and coxles (opened up) and their fastenings examined and found in satisfactory condition.

W. P. Watson



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TWIN SCREW. M.V. "ORESTES"

Particulars and sizes of the parts of the machinery which were opened up for examination are recorded as under:-

Main engine crankshaft, dia of journals (all built)  $19\frac{1}{8}$  inches.

Crank pin diameter  $19\frac{1}{8}$  inches.

Span of bearings adjacent to the crank,  $39\frac{5}{8}$  inches.

Crank webs, mid length breadth  $33\frac{1}{4}$  inches; mid length thickness  $11\frac{3}{4}$  inches.

Crank webs (strut) thickness parallel to axis  $11\frac{1}{4}$  inches; thickness around eye hole  $12\frac{1}{4}$  inches.

Intermediate shaft diam, 15 inches; Thrust shaft, dia at collars  $15\frac{3}{4}$  inches.

Air Receivers No 2. Total cubic capacity 26,000 cu ft.

Internal diameter  $7\frac{1}{2}$ "; Thickness  $1\frac{3}{16}$ " -  $1\frac{7}{16}$ "; Double butt strap rivetted longitudinal joint; Material steel. Working pressure 360 lbs/sq. in.

Position: port and starboard sides of engine room at mid height.

Is each receiver, which can be isolated from a safety valve, fitted with a fusible plug, yes.

Is a safety valve fitted on the discharge line from the compressors, yes.

Can the internal surfaces of the receivers be examined, yes.

Is a drain fitted at the lowest part of each receiver, yes.

Small Auxiliary Oil Compressor:- No 1; No of stages 2

Diameters, HP  $1\frac{5}{8}$ ", LP  $4\frac{3}{16}$ ", stroke 4 inches, driven by single cylinder steam engine.

Tide/Bilge Pump (forward end of engine room on starboard side)

Type Drysdale Centrex, Motor, Sunderland Forge DC motor. No A 459.

12 HP, 96 AMPS, 110 VOLTS. Best Rating 1300/1450 RPM.

Compound Wound Built 1925. Approximate Capacity 100 Tons/haul.

W.P. Watson.