

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 16-10-1952 When handed in at Local Office 16-10-1952 Port of SINGAPORE

No. in Survey held at SINGAPORE Date, First Survey 30-8-52 Last Survey 20-9-1952

Reg. Book. on the Wood, Iron or Steel Twin Se.

M.V. "ORESTES"

95010 S Tonnage: Built at BELFAST By whom WORKMAN, CLARK & Co. LD When 1926

GROSS 7765 Owners OCEAN S.S. Co. LD Owners' Address —

UNDER DEK 6591 Managers A. Holt & Co. Port belonging to LIVERPOOL.

NET 4787

Surveyed Afloat or in Dry Dock? Afloat: Dry Dock Name of Dock HINES DOCK, KEEPER HARBOUR Destined Voyage —

Cold Board Bn feet; uB & B feet; J feet
total capacity tons: FPT tons: APT tons: MT feet tons.

Only alterations to the existing records of tonnage should be inserted.

N.B.—All alterations in the existing records should be underlined.

Last Report, No. 2848 Port Fre

Particulars of Classification (which must be inserted precisely as in Register Book & Supplement)

CHARACTER	Machine and Boiler
Date of last Survey and of Periodical Survey	(Including date of S.B. Exam.)
BS	MBS
1.52 Sq.	(Class Pending)
Classed 2.52	Ref. Party
AS 8.51	

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 to whom and why they were declined. NO DAMAGE.

Society's Freeboard (if assigned) as painted on Ship and now verified

OIL ENGINES

CONTINUOUS SURVEY.

REPAIRS, OR EXAMINATION AS PER RULE, FOR DOCKING; ANNUAL SURVEY; PART EXTENDED SPECIAL SURVEY

Now done. Ship placed in dry dock, bottom and midship cleared, examined, found or placed in satisfactory condition and repaired.

The decks, hatchways with their closing and securing appliances, the ventilators, oil and sounding pipes, casings, engine skylight, and superstructure bulkhead openings with their doors, covers and fastenings, the side scuttles and sliding doors, gunports, the windlass and the general equipment examined and all found or placed in satisfactory condition.

The watertight doors examined and operated. The steering gear and its connections and controls examined. The auxiliary steering gear assembled and tried under working conditions.

Change of Class Survey was carried out at this time and the completed Report C 11(a) is forwarded herewith. (P.T.O.)

SUMMARY OF DAMAGE REPAIRS	Shell Plating	Frames	2. Frames	Floors and Deck Plating	Beams	Inner Bottom Plating	2. Plating	Other Items
Renewed								
Removed and Replaced or Repaired								
Repaired or Replaced in place								

REPAIR CONDITION OF THE	Decks	Buttheads	Engine Room Skylight	Condition of V.H.
Caulking of Decks	Good	Ceiling	Coal Bunkers, Openings, Covers, &c.	(State if not full)
Coamings	"	Cement or Asphalt	Oil Bunkers	When fitted, Month
Beams & Fastenings	See Rep.	Rudder	Souppes	Boats
Outside Plating	Good	Steering gear and its connections	Cargo Hatchways	Masts, Yards, &c.
" " in way of sidelights	"	Windlass	Hatches	Condition, how ascertained from deck
Frames	See Rep.	Have pumps been examined and found efficient?	Flanking	(State if wedges removed)
Reverse Frames	"	Have Single Valves been examined and found efficient?	Caulking	Equipment letter
Longitudinals	"	Have Watertight Doors been examined and found efficient?	Trenails	Anchors, No. of
Transverses	"	Have Ventilators and their Coatings been examined and found efficient?	Breasthooks & Stems	Cables (State if now rigged)
Floors	See Rep.	Have Watertight Doors been examined and found efficient?	Transoms, Pointers & Grotches	" length 300 ft 1/2 mean diam 2 1/4"
Keelsons	"	Have Watertight Doors been examined and found efficient?	Timbers of Frames at openings	" Rule length 300 ft 1/2 size 2 1/4"
Stringers	"	Have Watertight Doors been examined and found efficient?	" at other places	Chain Locker
Inner-Bottom Plating	"	Have Watertight Doors been examined and found efficient?	Stringers, Clamps & Shelves	Hawseers & Wreps
Have the Tanks been examined internally?	See Rep.	Have Watertight Doors been examined and found efficient?	Selling	Standing and Running Rigging
Have the Tanks been tested?	See Rep.	Have Watertight Doors been examined and found efficient?	State if examined	Stills

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 classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of Survey, 1.52," or "to remain as classed and to have record of Survey, 1.52, and the notation of No. 1.52."

This vessel is eligible, in my opinion, to remain as classed and to have fresh records of Docking Survey 9.52 and Annual Survey 9.52 and the notation of Special Survey (with date) when the survey has been completed.

Survey Fee (per Section 22) DOCKING & AS \$150.00

Special Damage or Repair Fee (if any) AS \$1200.00

Travelling Expenses (if chargeable) \$15.00

SUNDAY ATTENDANCE Fee. \$125.00

Fees applied for,

24-9-1952

Received by me,

19

W.P. Watson.

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 18 NOV 1952

Character Assigned

Write Note on

CS

Write Own

(She)

AS 9.52

MBS CS 9.52

S 9.52 cl.

D. AS 9.52

003875-003883-0069

T. M. V. ORESTES

Now done for Extended Social Surgery.

The Nos. 2, 3, 4, 5, 7 and 8 port and starboard double bottom tanks, the No 9 double bottom tank, the No 7/8 cofferdam, the port side lubricating oil drain tank, the after peak tank, and the No. 3 lower hold dump tank cleaned internally and examined. Cement on inner bottom shell plating adhering extensively. Stripping plates under sounding pipes. (Bailing in the No 2 lower hold part lifted).

The Nos. 2, 3, and 4 double bottom tanks, the No 3 lower hold deep tank, and the No 7/8 cofferdam tested under pressure to the weather deck.

The No. 8 lower hold and three deck space, and The No. 8 Three deck space cleared and cleared, spaces examined and after noon started on morning.

The steering gear forward and after hydraulic pumps operate and examined and found in satisfactory condition.

Heat and test repairs. A few more plate rivets in way of the fore peak tank connections were made tight.

Minor leakage at double bottom tank end boundary angles can be corrected and made tight.

W. P. Watson

When Anchors or Cables are supplied, the particulars are to be reported in the following form :—

ANCHORS.

Number of Certificate.	Anchor.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST FOR CERTIFICATE.				WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
	1st Bower																
	2nd "																
	3rd "																
	Collective Weight																
	Stream.....																
	Kedge																

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

[illegible]

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 to cause it to show through to the other side.

THE SURVEILLOES ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.