

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

(Abstracted at London Office)

25 OCT 1952

Date of writing Report 15-10-52 When handed in at Local Office 15-10-52 Port of SINGAPORE

Survey held at SINGAPORE Date First Survey 29-8-52 Last Survey 20-9-52 (No. of Visits 6)

on the Machinery of the Wood, Iron or Steel TWIN SC. M.V. "ORESTES"

Gross 7765 Vessel built at BELFAST By whom WORKMAN, CLARK & Co. LD. When 1926
 Net 4787 Engines made at CPN. By whom AKE BURMEISTER & NAIN. When 1926
 Nominal Boilers, when made (Main) - (Donkey) -
 Horse Power Owners OREAN S.S. Co. LD. Owners' Address -
 (if not already recorded in Appendix to Register Book.)
 Main Boilers - Managers A. HOLT & Co. Port LIVERPOOL Voyage -
 Donkey Boilers - If Surveyed Afloat or in Dry Dock BELFAST - DRY DOCK
 Main Pressure (State name of Dock.) (KINGS DOCK, KEMPZ HARBOUR)
 Main Boilers -

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

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys	Years assigned for survey	Machinery and Boilers Survey (including date of last survey)
B.S. 1,52 Sq. Classed 2,52 H.S. 8,51.		MBS (Class Pending) Ref. Ndy.

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. NO DAMAGE.

Has a damage report been made by anyone else? If so, by whom? -

Has the Surveyor personally examined each Main Boiler separately and made a thorough examination at this time? NONE

Donkey " " " YES

What parts of the Boilers could not be thus thoroughly examined? -

Has a special means, in the absence of internal examination, been adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? -

Donkey 15th SEPTEMBER, 1952 Present condition of funnel? Efficient.

Has the Surveyor examined the Safety Valves of the Main Boilers? - To what pressure were they afterwards adjusted under steam? -

Has the Surveyor examined the Safety Valves of the Donkey Boilers? YES To what pressure were they afterwards adjusted under steam? 100 LBS/SQ. IN.

Has the Surveyor examined the main valves, seats and their fastenings of the Main Boilers? - and of the Donkey Boilers? YES

Has the Surveyor examined the drain plugs of the Main Boilers? - and of the Donkey Boilers? Not fitted.

Has the Surveyor examined all the mountings of the Main Boilers? - and of the Donkey Boilers? YES

Has the screw shaft been drawn and examined? YES Has it a continuous liner? YES Is an approved oil retaining appliance fitted at the after end? No.

Has the shaft now been changed? No Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - Date of examination of Screw Shaft 14-9-52 State the wear on the

stern bush P 3/32" S. 20000 Is electric light and/or power fitted? YES If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No

Has the Surveyor examined the auxiliary machinery? - 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. 0000)

How done. Ship placed in dry dock, propellers, the sea valves (opened up) and their fastenings examined and found in satisfactory condition.

Screw shafts. The port and starboard screw shafts drawn in, the shafts, liners and the stern bushes examined. The shaft liners smoothed off in view of the gland packing, the starboard stern bush removed.

Donkey Boiler Survey. The donkey boiler examined internally and externally together with the safety valves, manholes, the doors and the mountings and all found in satisfactory condition.

Subsequently the boiler was examined under steam and the safety valves adjusted to 100 lbs/sq. in. The oil fuel burning arrangements (gravity system), the fuel feed pump (opened out) examined, and tried under working conditions, and found satisfactory.

C.S. Parts. The following machinery parts opened out and examined, and all found in satisfactory condition: -

Port main engine Nos 1 and 8 cylinders, covers, valves and valve gear, pistons, piston rods, guides and guide shoes, crossheads, connecting rods, the top and bottom end crank pins and the bearings.

General Observations, Opinion, and Recommendation: - (CONTINUED OVER: - CONTINUATION SHEET)

(State clearly what alterations, 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 alterations suggested to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,52, MBS 8,51 or 9,52, etc.)

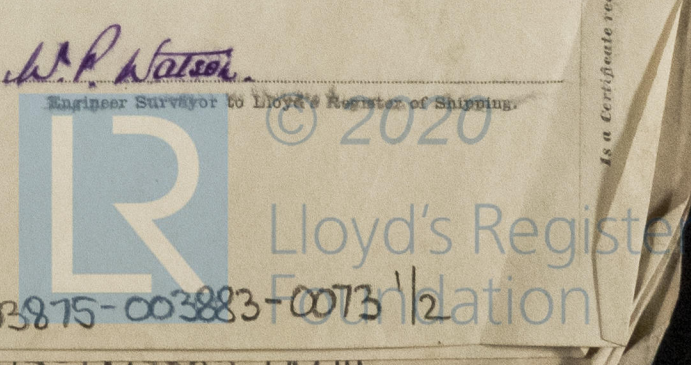
The machinery of this vessel is eligible, in my opinion, to remain as classified and to have the records of DBS 9,52 and Port and Starboard Screw shafts (see 9,52 now, and MBS/CS (with date) when the survey has been completed.

Part C.S. \$3000
 T.S. \$1600
 DBS \$800
 (plus 10% for 1952)
 Working expenses (if charged) \$1000
 Received by me, M.P. Watson, Engineer Surveyor to Lloyd's Register of Shipping.

TUES 18 NOV 1952
 MBS CS 9,52
 DBS 9,52
 S 9,52 ch.
 CERTIFICATE WRITTEN.

Insert character of ship and machinery precisely as in the Register Book

Is a Certificate required? If so, to be sent to



T.M.V. "ORFESTES"C.S. Ports (Continued).

Port main engine 'centrifugal' sea water circulating pump (p.s.f.).

Port aft (No. 1) diesel generator engine and the attached compressor over all parts.

Port and starboard lubricating oil coolers.

Dorkey boiler feed pump.

Heat and Test repairs Port aft diesel generator engine cylinder liners were worn beyond economical operation and the three cylinder liners and jackets were removed at this time.

Starboard lubricating oil cooler and covers found worn, and new C.I. and covers fitted at this time.

Five (5) top row smoke tubes of the Dorkey Boiler found pitted and the tubes cut out and replaced.

Other minor repairs effected.

Final Entry Reports on the D/G Engine Machinery, Dorkey Boiler and Electrical Equipment are forwarded herewith.

Notes: It was stated that part of the machinery was opened out and examined by the Society's Surveyors at Australian Ports. As far as can be ascertained all machinery parts have been examined as required for a Continuous Survey Cycle.

Will you please advise this Office whether any items remain to be examined for the completion of the Survey.

W. P. Watson.



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