

# Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MON. JUN. 18 1923

Date of writing Report Apr; 30th 19 23 When handed in at Local Office

Port of KOBE

No. in Survey held at Harima Date, First Survey March 19th Last Survey April 23rd 1923  
(No. of Visits)

9267 on the Machinery of the ~~Wood, Iron or Steel~~ S/S "ORIDONO MARU"

Age { Gross 5305 Vessel built at Kobe By whom Mitsubishi Zosen Kaisha When 1917 - 12  
Net 3302 Engines made at " By whom " " " When 1917

Registered Horse Power 510 NHP Boilers, when made (Main) 1917 (Donkey)

of Main Boilers 3 Owners Tatsuuma Kisen Kaisha Port Nishinomiya Voyage

of Donkey Boilers  Main Boilers 180 lb If Surveyed Afloat  or in Dry Dock Harima Dkyd  
(State name of Dock.)

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 now required.	Machinery and Boiler Surveys (including date of N.B., if any).
* 100 A1 1,22		* LMC 1,22
		T.S. <del>1,21</del> 1,21 (04)
SS Yka.No.1-22		

Particulars of Examination and Repairs (if any) LMC, TS, & O.P. Installation.

Medical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature 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 details being detailed in the body of the report, should be briefly summarised at the end of the report. State also the names and initials of any letters respecting this case.

Where 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 thorough examination at this time? Yes

Do. " " Donkey " " " "

What was not done, 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?

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 183 lbs.

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boiler?

Did the Surveyor examine the drain plugs of the Main Boilers? , and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boiler?

Has screw shaft now been drawn and examined? yes Is it fitted with continuous liner? yes Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? No

Has shaft now been changed? If so, state reasons

Has the shaft now fitted new? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft? down 1/8"

Where the Survey is not complete state what arrangements have been made for its completion and what remains to be done?

WORK DONE:- Vessel placed in dry dock. Propeller, stern tube, sea valves and their fastenings, examined and placed in good order. Tail shaft drawn in and found in good condition.

All main engine, cylinders, pistons, valves, rods, faces, pumps, connections, condenser, inboard shafting and pumping arrangements examined and placed in good order.

The Three Main Boilers, with their doors, mountings and safety valves examined internally and externally and found or now placed in good condition. Safety valves adjusted under steam as stated above.

Repairs Now Done:- Loose seat in main engine stop valve renewed. Condenser tubes drawn, condenser cleaned, retubed, tested and found good.

10 tubes and 130 ferrules renewed. R, MP, & LP ahead guide slippers W.M. renewed. H.P. crank brass reattached.

Lower main stays of main boilers rejointed and several leaky seams and rivets caulked. Manhole door dog found cracked and renewed. All feed pipes tested to 360 lbs and found good.

P.T.O.

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, B.S. 0,11, B.S.M.S. 0,11, or L.M.C. 0,11, 140 lb., E.D., &c.)

The machinery and boilers of this vessel are now in good condition and eligible in our opinion to remain as classed with fresh record of \* LMC 4-23 and tail shaft seen 4-23, and notation fitted for oil fuel, 4-23, F.P. above 150<sup>o</sup> Fah.

Survey Fee (per Section 26)	Yen 210.00	Fees applied for <u>Apr. 24</u> 19 <u>23</u>
Tail Shaft	30.00	
Special Damage or Repair Fee (if any) (per Section 28)	O.F. Installtn. 500.00	
Traveling Expenses (if chargeable)		Received by me, <u>Apr. 24th</u> 19 <u>23</u>

H.D. Buchanan & Co.  
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 6 JUL. 1923

Assigned + dmb. 4. 23

FRI. AUG. 31 1923  
TUES. 8 JUL 1924



Lloyd's Register Foundation

Insert Character of Ship and Machinery precisely as in the Register Book.

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

All steam (steel) pipes tested to 360 lbs and found good.

New Hydrokineter valves tested to 400 lbs, found good, and fitted to main boilers.

Main boilers water tested to 230 lbs and found good.

Note:- There is no oil gland on tail shaft of this vessel, stated to have been removed 2 year years ago at Imoshima.

Oil Fuel Installation. A double line of piping has been fitted from O.F. transfer and ballast pumps to the tank valve boxes, with a two way switch casting with removable U bend and blank flanges, at all independent valve boxes of O.F. double bottom & fore peak tanks.

One 27 and one 20.5 ton O.F. settling tanks (one port & one Starb.) have been fitted in tween deck space in engine room. Oil fuel transfer pump 7 x 8 1/2 x 8 duplex vertical is fitted in engine room starb. side with escape valve in close circuit. Two horizontal duplex oil pressure pumps 6 x 4 x 6 with heaters are also fitted in engine room, star. side with duplex suction and discharge strainers. Steel piping is fitted from settling tanks to burners via pressure pumps with C.I. and bronze valves and short 1/2 copper pipe near burners.

Furnace fronts have been made suitable for coal, oil or mixed burning.

Suitable oil bilge suction have been fitted in cofferdams and oil bilge in way of O.F. unit, connected to bilge line, and oil transfer pumps through a three way switch cock. The oil fuel suction and filling pipes throughout tested in place to 40 lbs water pressure. The oil fuel pressure system tested in place to 400 lbs water pressure. The oil heating coils of 2" diam. W.I. pipe with steel flanges secured to pipes by gas welding, have been fitted in all double bottom oil tanks, fore peak tank, and settling tanks. The drains from these coils are led into an observation tank placed in the machinery space.

All oil heating coils and drain pipes tested in place to 400 lbs water pressure, and found sound and tight. A perforated steel pipe has been fitted near tank top in front of boilers for fire extinguishing. Extension spindles have been fitted to oil fuel settling tank suction, fire extinguishing steam, steam control to oil pressure, and transfer pumps and to oil suction in fore peak tank.

All these extension spindles are operated from weather deck clear of casing except that fitted in fore peak.

All the requirements of Section 35 of the Rules have been complied with.

Approved plans herewith, (1) Alteration to Fore Peak bulkhead & engine casing in way of settling tanks.

- (2) Detail of Settling Tanks,
- (3) Arrangement of settling tank oil level gauge.
- (4) Position of oil pumps and heaters.
- (5) Alteration of pumping plan.

N.B.-If this Report is copied by Copying Press, special 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 SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.

It is submitted that this vessel is eligible for

THE RECORD. 7/11/90. 4.23.

It is submitted that this vessel WILL BE eligible for the record. Fitted for

Oil Fuel 4.23 F.P. above

150° Fahr. when the

Installation has been

completed as

per Ship's Report.

B.A. 4/23

Selected G

S423

As due 12.23, held r machinery examined. Oil fuel burning installation not completed.