

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

(Received at London Office)

Date of writing Report 19... When handed in at Local Office **23 AUG 1950** 19... Port of **LIVERPOOL**

No in Reg. Book. Survey held at **Liverpool**. Date. First Survey **5/8/50** Last Survey **10/8/50** (No. of Visits **3**)

**71430** on the Machinery of the ~~Wood, Iron or Steel~~ **T.S.S. ORDUNA**.

Tonnage { Gross **15507** Vessel built at **Belfast**. By whom **Harland & Wolff Ltd.** Year. Month. When **1914 2**  
 Net **9565** Engines made at **-do-** By whom **-do-** When **1914**  
 Nominal Horse Power { **1643** Boilers, when made (Main) **1914** (Donkey) **-**  
 Owners **Pacific S.N. Co.** Owners' Address **-**  
 No. of Main Boilers **6 D.** Managers **-** Port **Liverpool** Voyage **-**  
 No. of Donkey Boilers **-** If Surveyed Afloat or in Dry Dock **In Canada Dry Dock** (State name of Dock.)  
 Steam Pressure in Main Boilers **215**  
 in Donkey Boilers **-**

Last Report No. Port Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Particulars of Examination and Repairs (if any) **Docking & TS**  
(Periodical Surveys, when held, must be reported in detail and seriatim 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.)

| CHARACTER. * for Special Survey. Date of last Survey and of Periodical Surveys. | Years assigned now expired. | Machinery and Boiler Surveys (including date of N.B., if any) |
|---|-----------------------------|---|
| *100A1 Awng. Dk. with Fbd. 12,49.   |                             | *IMC BS 12,49.  |
| Examined 1,50.  |                             | MS 3,47.  |
| SS.LIV.2nd No.3-2,38.   |                             | TS CL(C)8,47. (P)11,45. (SN)12,48.                            |
| Fitted for O.F.   |                             | 12,26 etc.  |

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. **No damage reported**

Was a damage report made by anyone else? If so, by whom? **No**

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? **No**

Did the Surveyor personally go inside each Donkey Boiler separately and make a through examination at this time? **None**

If not, state for what reasons. **BS not due.** 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)

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? **P&C Yes** Has it a continuous liner? **Yes** Is an approved oil retaining appliance fitted at the after end? **No**

Has shaft now been changed? **C.No. P.yes** so, state reasons **P lines worn** Has the shaft now fitted been previously used? **P. C. Yes** Has it a continuous liner? **P. Yes**

Is an approved oil retaining appliance fitted at the after end? **Port close fit centre close fit Std 13** State date of examination of Screw Shaft **P&C 10-8-50** State the wear down in the stern bush **Port close fit centre close fit Std 13**

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**

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. **Complete**

**Done now**  
Examined propellers after end of starboard stern bush, centre and port screw shafts, centre and port stern tubes and stern glands.  
Outside fastenings of sea connections.

The centre screw shaft liner was found to be slack for approximately 4" from the after end, this has been repaired by removing the slack part and shrinking on a new piece. The joint between the two parts soldered together. Shaft now considered efficient for 12 months

SRH. New port screw shaft stamped LLOYDS 19043 MOT. HA 1 10173 31.5-49 has been fitted. Nothing done this time regarding the emergency generator crankshaft **R.T.O.**

General Observations, Opinion, and Recommendation. —

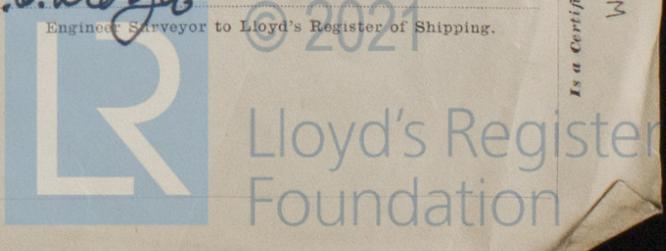
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11, \*LMC 9,11 or \*LMC 140 lb., FD, &c.)

The machinery of this vessel where now seen is eligible in my opinion to remain as classed with fresh record of P.T.S. CL(N) 8.50 now and CTS 8.50 now subject to the centre screw shaft liner being renewed before the end of August 1951 and to all outstanding items dealt with as previously recommended and without special conditions regarding the port screw shaft.

Survey Fee (per Section 29) **TS** £ 4 10 0 Fees applied for **23 AUG 1950**  
 Special Damage or Repair Fee (if any) (per Section 29.) £ 3 3 0 Received by me, **H.D. Lloyd**  
 Travelling expenses (if chargeable) £ : : /

Committee's Minute **LIVERPOOL 29 AUG 1950**

Assigned **As now Subject T.S. (PORT NEW) 8.50.**



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

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

110180-0011

T. S. O'DONNAN

1920

1807

888

1243

6 D.

815

In Canada Bay Dock

27 1/2

Repairs (Wear & Tear) Port and Centre stern bushes rewooded.  
Port new screw shaft coupling bolt holes bored to suit intermediate shafting new bolts fitted and spare set supplied

H. Lloyd

28 1/2

Vertical line of dashes

Handwritten notes and signatures scattered across the middle section.

SR. James Port screw shaft stamped 18043 MOT. H.A. 1015 21.0  
The centre screw shaft has been found to be weak for application  
A form the after end, this has been repaired by removing the shaft  
and reworking on a new piece. The joint between the two parts was  
together. Shaft was considered efficient for 12 months  
SR. James Port screw shaft stamped 18043 MOT. H.A. 1015 21.0  
The machine of this vessel where now in slight in way of  
on lowest the first part of T.S. O'D. 28 1/2 and under  
Centre screw shaft. This being removed before the end of  
all other parts of the vessel. The work was done in  
SR. James Port screw shaft stamped 18043 MOT. H.A. 1015 21.0

H. Lloyd