

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

No. 03796

(Received at London Office)

WED. 8 JUN. 1921

Report 3 Jun 1921. When handed in at Local Office 19 Port of Amsterdam
Survey held at Amsterdam Date, First Survey April 5. Last Survey Jan 2 1921

on the Machinery of the Wood, Iron or Steel Twin Screw Steamer Ormus Master (Capt. Kappeler)
No. of Visits 4
Vessel built at B. Tegesack By whom Bremen Vulkan When 1914
Engines made at Hegerach By whom Bremen Vulkan When 1914
Boilers, when made (Main) (Donkey)
Owners Orient Steam Navigation Co. Ltd. Port London Voyage London
If Surveyed Afloat or in Dry Dock
(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.	Year Assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
100 A. Contemplated Shed etc.		

Port No. Port
Particulars of Examination and Repairs (if any) Contemplated

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on damage (the cause of which must be stated) should be separated from repairs due to other causes; and details of any letters respecting this case.

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 not.

Was a damage report made by anyone else? If so, by whom?
or personally go inside each Main Boiler separately and make a thorough examination at this time? Yes
Donkey " " "

done, state for what reasons? All parts open and out.

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?

For examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 100

For examine the Safety Valves of Donkey Boiler? Yes To what pressure were they afterwards adjusted under steam? 100

For examine all the manholes, doors and their fastenings of the Main Boilers? Yes and of the Donkey Boiler? 100

For examine the drain plugs of the Main Boilers? Yes and of the Donkey Boiler? 100

For examine all the mountings of the Main Boilers? Yes and of the Donkey Boiler? 100

Has it now been drawn and examined? Yes Is it fitted with continuous liner? or two liners? or is it without liners?

Has it been changed? If so, state reasons

How fitted new? Has it a continuous liner? or two liners? or is it without liners?

Distance between lignum vitae of stern bush and top of after bearing of screw shaft? 100 ft. Afloat.

Is not complete state what arrangements have been made for its completion and what remains to be done? Please see Report.

Order, pistons, slide valves, crank, thrust and tunnel shafts.

Both engines examined and good.

H.P. piston rods and springs renewed. U.S. packing fitted.

1st. M.P. piston rod renewed. Motions all tested & required.

Rules.

1st. M.P. Spare new piston rod fitted. Tail rods removed from the H.P. and 1st. M.P. cylinders.

Examine; arrangements of cocks, pipes, valves, pistons, connecting rods, etc.

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in after lower and Starboard wing furnace.

Port forward boiler, two saddles welded in after lower furnace as Port wing. Various leaky seams made tight.

All mounting and fitting thoroughly overhauled and examined. Remains to be done for completion of L. M. C.

Examination of Port. L. P. valve and chest.

Port. 2nd. M. P. throttle valves.

Both the main condensers to be examined and tested.

Both centrifugal pumps.

Evaporator and distiller to be tested.

All safety valves to be adjusted under steam.

The vessel is now in her way to London at which Port the survey will be complete.

Approved for \$150. As per Secretary. 11th 31-5-21.

For the information of the Committee. F. V. Berner

Attends at the request of Bureau Representative to examine and report the fitting of insulation in No. 1, 2 and 3 holds and lower tween deck for the carrying of frozen meat. Refrigerating machinery will be on the CO₂ system and will be fitted at London for which Port the vessel is now due. All air trunks have been supplied and fitted and means provided for all necessary bolts, holes and brackets for the attachment of machinery. Tank top plating insulated with Charcoal 3" thick and covered with two thicknesses white pine secured to white pine grommets 2 1/2" properly spaced and secured. Lower thickness of wood 1 1/2" and upper 1" with two ply insulating paper between. The insulation finished off at the tank side brackets with strong fitted pine boundary plank, secured side to side portable limber hatches.

Portable hatches arranged at intervals for examination of margin fittings. Bulkheads insulated 10 1/2" thick, grommets white pine; 2 1/2" thick and full depth of space; lining two thicknesses white pine 1" and 1 1/2" respectively, with two ply of insulating paper and charcoal between. Means adapted for draining holds into bilges. Space for charcoal at ship side 10" space made watertight and air tight. The inner skin two thicknesses white pine 1" and 1 1/2" respectively with two ply insulating paper and charcoal between and nailed to the grommets, secured fitted to frames.

The top of inner skin made portable for running charcoal both on ship side and bulkheads. Tween deck insulation undisturbed.

Air trunks from air cooler fitted along port and starboard sides with charcoal valves to direct the air supply, hinged to fold up to deck. Insulated removable portions for access to high suction, roses, etc. Thermometer tubes fitted as per Rule, Cayo Cotton for hatchways properly insulated.