

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

2- SEP 1942

(Received at London Office)

Date of writing Report 26. 8. 1942 When handed in at Local Office 26. 8. 42. Port of LIVERPOOL

No. in Survey held at 79908 on the Machinery of the Wood, Iron or Steel TWA SC "ORCADES"

Date, First Survey 20/8/42 Last Survey 25/8/1942 (No. of Visits 3)

Tonnage Gross 23456 Net 14029 Vessel built at Barrow By whom Vickers Armstrongs Ltd When 1937-7

Nominal Horse Power 4912 Engines made at do By whom do When do

No. of Main Boilers 4W1 Boilers, when made (Main) 1937 (Donkey) 1937

No. of Donkey Boilers 440 Owners' Address Owners' Address (if not already recorded in Appendix to Register Book.)

Steam Pressure in Main Boilers 2W1 Port London Voyage

in Donkey Boilers 440 If Surveyed Afloat or in Dry Dock (State name of Dock) Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. Port Commencement of

Particulars of Examination and Repairs (if any) B.S. 19.E.

(Periodical Surveys, when held, must be reported in detail and serially 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.)

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

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?

" " Donkey " " Remaining boilers not prepared for survey

If this was not done, state for what reasons?

And what parts of the Boilers could not be thus thoroughly examined?

Also 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 SF & SC Boilers 20.8.42 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 44 lbs/sq

Did the Surveyor examine the Safety Valves of Donkey Boiler? yes 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 Boilers?

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

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

Has screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has shaft now been changed? If so, state reasons

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

State date of examination of Screw Shaft. State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward.

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

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

The P.F., P.C., P.A., & S.A. boilers require to be examined throughout & their safety valves require to be adjusted & oil fuel installation to be examined. The Owners Superintendent stated that the boiler survey would be completed at the first convenient opportunity

Now done:-

Examined SF & S.C. boilers internally externally with safety valves, mountings, man holes, doors fastenings 25/8 tubes sighted, S.C. & S.F. boiler safety valves adjusted to pressure stated

Examined main engine governing started extractor pump P.T.O.

General Observations, Opinion, and Recommendation: The machinery of this vessel

(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. 9.11, B.&M.B. 9.11, & L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)

as far as now seen is in good & efficient condition & shigible in my opinion to remain as now classed with fresh record of B.S. 8.42 on completion of the survey.

Survey Fee (per Section 29) £ 3 : 00

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ :

Committee's Minute

Assigned

Defers for Completion Boiler Survey &c.

28 AUG 1942

1 SEP 1942

LIVERPOOL

Lloyd's Register Foundation



Noted  
 To complete the BS for a record of 5742  
 the Survey of both Port main Docks to be  
 held in its entirety.

104 due 7:41 partly held 340 advanced

14/9/42

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The machinery generally examined so far as  
 practicable of found the factory.  
 Biggs pumping arrangement examined.  
 are over head pumps tried started under working  
 conditions & found satisfactory.  
 The engine tried under working conditions "dead &  
 astern" found satisfactory.  
 Electric equipment generally examined in accordance with  
 circular No 1192. Circuits proper tested found satisfactory

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