

COPY.

Lloyd's Register of Shipping.



Port SYDNEY . N.S.W.

5th January, 1940.

This is to Certify that

A. J. McCOWAN,

the undersigned Surveyor to this Society did at the request of

The Department of Defence, Commonwealth of Australia,
and with the consent of the Owner's Representatives attend upon the
T.S.S. "ORFORD" 20043 tons gross, of Barrow, in Woolwich
dry dock on the 1st inst. for the purpose of making a general
examination of the vessel, with a view to reporting on her condition
at that time.

REPORT AS FOLLOWS:-

This vessel built at Barrow in 1928 to class with Lloyd's Register
"+100 A1 with freeboard", becomes due for Special Survey No.3 in
March 1940. No part of the Special Survey was carried out on the
Hull at this time; the Machinery Survey, however, has been partly
held in the United Kingdom, and arrangements have been made whereby
the double bottom and other tanks are examined and tested progressively
every four years.

The vessel was placed in Woolwich N.S.W. dry dock on the 31st
ultimo and examination made on the 1st. inst. The bottom and rudder
were found in good condition, cleaned and recoated at this docking.
The vessel has indented shell plating on the port side in way of B1
tank (No.10 plate from stem in 6th strake below bridge deck sheerstrake,
extending over 6 frame spaces and into the strake below). Frame rivets

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:-

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T.S.S. "O R F O R D "

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in this vicinity appear to have been renewed recently and the riveting and caulking is sound and tight. Permanent repairs may in my opinion, be safely deferred until a convenient opportunity.

In addition to this damage, several small indents were noted. Starboard side No.8 plate from stem, in 7th strake below bridge deck sheerstrake, has a slight indent in one frame space. No.1 plate from stem in this strake has two small sharp indents under the line of anchor. On the cruiser stern there is a small indent about the line of the 34ft. draft marking. These indents in my opinion do not require to be dealt with, but are noted for future reference.

The propellers, outer end of stern bushes, underwater fittings and fastenings were examined and found in good condition. The "wear-down" of screw shafts in their stern bushes gauged:- Port .1" and Starbd. .13". The Port shaft was last drawn for Survey in February 1937, and the Starboard shaft in June 1937, so that they become due again for survey this year, in February and June respectively.

A special examination was made of the starboard ahead turbine casing where the forward end of the lower casing is cracked and was noted to be examined before the end of February next. So far as could be seen or ascertained without dismantling, these cracks do not appear to have extended and the casing remains efficient, but it is recommended that further examination be again made with twelve months.

An examination was made of the decks, hatchways, coamings, covers and supports, ventilators, casings, deck erections, accommodation spaces generally, masts and rigging, windlass, steering gear and general equipment. Anchors (3 bower and 1 stream) and chain cables (reported to be complete). All were found in good condition, the vessel being well maintained for the passenger and cargo service in which she has been engaged.

The Nos. 1, 2 and 3 holds and tween decks are insulated and fitted for the carriage of refrigerated cargo. These holds were partly loaded with stone ballast for the outward voyage. No.2 hold has now been discharged, cleaned down and examined for part of +Lloyd's RMC, before loading refrigerated cargo at this port. The refrigerating machine was opened up and examined, the other machines and appliances were examined under working condition and all found in good condition for the carriage of

S.S. "O R F O R D "

(Continued)

frigerated cargo in No.2 hold only.

As a result of the general examination now made of the vessel afloat in dry dock, no defects of any importance were found, and it is considered that, apart from any subsequent damage or wear, the re-instatement and reconditioning on discharge of the ship from H.M. Service should be confined to those parts which have been used or converted for Government Service.

(Sgd.) A. J. McCOWAN.

SURVEYOR TO LLOYD'S REGISTER.



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