

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

(Received at London Office)

MAR 5 1940

Date of writing Report 8/11/40 When handed in at Local Office 8/11/40 Port of SYDNEY, N.S.W.
 No. in Reg. Book 31013 Survey held at SYDNEY, N.S.W. Date, First Survey 1st Jan Last Survey 2nd Jan 1940
 on the Machinery of the Wood, Iron or Steel T.S.S. "ORFORD" (No. of Visits 2)
 Tonnage Gross 20043 Net 11982 Vessel built at Barrow By whom Vickers Ltd When 1928 - 3
 Engines made at Barrow By whom Vickers Ltd When 1928
 Boilers, when made (Main) 1928 (Donkey) ☒
 Owners Orient Steam Nav Co. Ltd Owners' Address Port Barrow Voyage ✓
 Managers ✓ (if not already recorded in Appendix to Register Book.)
 If Surveyed Afloat or in Dry Dock Woolwich dry dock Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Last Report No. PortParticulars of Examination and Repairs (if any) H.P. Turbine casing & Docking etc.

Periodical 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 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.

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.

as a damage report made by anyone else? If so, by whom?

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " Donkey " " "

his 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?

latest date of internal examination of each boiler

the Surveyor examine the Safety Valves of the Main Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine the Safety Valves of Donkey Boiler?

To what pressure were they afterwards adjusted under steam?

the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine the drain plugs of the Main Boilers?

, and of the Donkey Boilers?

the Surveyor examine all the mountings of the Main Boilers?

, and of the Donkey Boilers?

screw shaft now been drawn and examined? No

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?

shaft now been changed? ✓ If so, state reasons

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?

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.

Is electric light and/or power fitted?

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

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

Survey is not complete, state what arrangements have been made for its completion and what remains to be done Complete (M.S. partly held U.K.)

done :-

The Vessel in dry dock, propellers, outer end of stern bushes, underwater things & fastenings examined. Refrig. Machy. seg inlet opened up & examined. Limit:- A special examination made of the starboard ahead turbine casing where the forward end flange of lower casing is cracked. So far as could be seen ascertained without dismantling, the cracks do not appear to have extended the casing remains efficient. It is recommended that further examination be made before the end of 1, 41 (12 months).

At the request of the Defence Dept & with the consent of the Owner's Representatives, a general examination made of the Vessel & a Rpt. furnished, as per copy attached to Hull Rpt.

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, E.S. 9, 11, E.S.M.S. 9, 11, & L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

The Machinery of this Vessel, as far as seen, is now in good & efficient condition - capable to remain as classed without fresh record subject to Starboard H.P. Turbine being at its forward end being again examined before the end of 1, 41 (copy of Ltr. 4a attached).

Fee (per Section 29) (Owner's)

£ 1 : 1 : 0

Fees applied for

2/11/1940

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

£ :

Received by me,

19

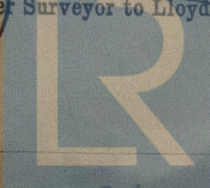
Committee's Minute

FRI 15 MAR 1940

signed

Deferred

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W347-0091