

Chief Ship Surveyor

Received from Chief Ship Surveyor

4 NOV 1931

SHIP'S NAME

"OROYA"

Rpt.

Lyon.

No.

106510

Remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

The 1st S.S.No.2 became due 3,31 and no part of the Survey has been held.

The vessel being laid up the Owners have furnished the usual undertaking.

The vessel was last examined in dry dock in September 1931.

A S.S.No.3 became due 3,35.

A satisfactory General Examination was made afloat in May, 1935.

The case received further consideration in April, last, the vessel being still laid up, when a further General Examination was not required.

The London Surveyors now report a General Examination carried out afloat at the Owners' request in order to ascertain whether the condition of the vessel is such as to justify the execution of a project of lengthening, effecting considerable alterations and at the same time carrying out a Special Survey No.3.

The general condition of the structure is good to satisfactory meantime and no repairs of an extensive nature are contemplated, if the case is now dealt with.

There is, however, a considerable amount of rust plating on the shell/above water, and the deck overhead in No.3 lower tween deck on starboard is perforated in places where it is laid with composition.

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"OROYA"

Repairs are required to wood sheathing of weather decks, rigging and indented plating etc. in way of No.2 orlop tween deck, and as the chain cables have been long in use for mooring purposes, these require to be specially examined at the Special Survey.

The vessel has been laid up since 1931 and if present proposal are proceeded with, she will probably be taken in tow to Belfast where the work will be carried out coincident with the Survey; steam might be raised on one boiler for windlass and steering purposes only <sup>or</sup> and she may be towed without a crew on board if conditions attached presented particular difficulty.

The Owners will advise their intentions as soon as a decision is reached so that any further examination in respect of hull and machinery preparatory to the voyage may be carried out and necessary Interim Certificates issued.

Should the contemplated reconditioning not be proceeded with the Surveyors recommend the vessel be drydocked at an early date for examination of bottom and underwater fittings and to deal with any serious wastage that may have occurred during lay up.

It is submitted action be deferred pending the Owners' decision.

*Insert in SRB-R. Repairs as stated*

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4.11.38.  
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