

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 26.10.38

When handed in at Local Office 24.10.38

Port of London

No. in Survey held at Dartmouth Date, First Survey 18th Oct. 1938 Last Survey 19th Oct. 1938
 Reg. Book. No. of Visits 2

80918 on the Wood, Iron or Steel Tn. Sc "OROYA"

TONNAGE —
GROSS 12257
UNDER D.K. 10761
NET 7380

Built at Belfast
Owners Pacific Steam Nav. Co.
Managers —

By whom Harland & Wolff L.

(No. of Visits)

YEAR. 1923 MONTH. 3

Owners' Address
(if not already recorded in Appendix to Register Book).
Port belonging to Liverpool

d Afloat or in Dry Dock? Afloat Name of Dock River Dart

LDBorDba feet; uE&B feet; f feet
Capacity tons. FPT tons; APT tons; MT feet tons.

All alterations in the existing records should be underlined.

Report, No. 7084 Port Ply

Destined Voyage
Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Years since last Surveyed	Machinery and Boiler Surveys (including date of N.I., if any)
+H00A1 8.30		+LMC 5.27
Shelby, Jack		BS 5.30
With freeboard		TS(CL) 5.8.29
S.S. Lus. N:1-27		P.9.31

Fits for Oil Fuel 8.23 F. Patone 150.7.

Society's Freeboard (if assigned) as painted on Ship and now verified

OR EXAMINATION AS PER RULE, FOR

General Examination at Owners request in company with Owners Supd. and Harland & Wolff representative, particularly to determine whether major repairs are necessary after protracted period of lay up, to extent that might negative certain alterations now under consideration for recommissioning, namely:— lengthening of the vessel to provide fair entrance for increased speed, addition to superstructure for arrangement of passenger accommodation, tanking of hatchways, fitting new turbines, replacing 2 Boilers by Johnson Boilers, revising of electrical installation etc.

In view of cost attached to cleaning tanks whilst lying at present moorings, no peak tanks, double bottom tanks or oil fuel bunkers were opened up for exam, it was suggested that the amount P.T.O.

DAMAGE REPAIRS:	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:
ad and Paired or Repaired								
or Repaired in place								

EXAMINATION OF THE

p.t.o! good	State if Tanks have been examined inside	No	Air and Sounding Pipes	—	Copper, or Y.M. of Wood Vessels (State if on Felt.)	—
"	State if Tanks now tested	No	Dblng. Plates under Sounding Pipes	—	When put on, Month	Year
"	Bulkheads	p.t.o! good	Engine Room Skylights	good	Boats	See R.P.
"	Ceiling	" "	Coal Bunkers, Open'gs, Lids, &c.	✓	Masts, Yards, &c.	p.t.o! good
"	Cement or Asphalt (State which.)	✓	Oil Bunkers	✓	Condition, how ascertained	from deck
"	Rudder	✓	Scuppers	p.t.o! good	Planks	—
"	Steering gear and its connections	p.t.o! good	Cargo Hatchways	" "	Equipment letter	Stated complete
"	Windlass	" "	Hatches	" "	Anchors, No. of	—
"	Have pumps now been examined and found efficient?	No	Planking of Wood Vessels	—	Chain Locker	—
"	Have Sluice Valves now been examined and found efficient?	✓	Caulking ditto	—	Cables (State if not ranged)	—
"	Have Watertight Doors now been examined and found efficient?	p.t.o! good	Treenails ditto	—	," length (on board) mean diam.	—
"	Have Ventilators and their Casings been examined and found efficient?	p.t.o! good	Breasthooks & Stemson ditto	—	," Rule length	size
"	Painting	p.t.o! good	Timbers of Frame at openings ditto	—	Hawser & Warps	p.t.o! good
"			Ditto Ditto at other places ditto	—	Standing and Running Rigging	—
"			Stringers, Clamps & Sheifs ditto	—		Copy of Report to Owners
"			Salting (State if examined.) ditto	—		

Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24."

This vessel is eligible in my opinion to remain as classed without fresh record of survey, with recommendation that she be dry docked at an early date for examination of bottom and underwater fittings if the present scheme for reconditioning is not proceeded with.

in Section 29 £ 10 : 10 : 0

Fees applied for

£ 100.00

19

or Repair Fee (if any)

19

as (if chargeable)

19

Second Surveyor's Fee (if any)

19

Committee's Minute

TUE 8 NOV 1938

Character Assigned Deferred

While Afloat

Lloyd's (Copy) Lloyd's

Received by me,

10/11/38 1938

at the

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

1938

TW. Sc. "OROYA"

of wastage and cost of repairs to tanks would roughly correspond to the case of the "ORPESA" when sh. was recommissioned after similar lay up.

The vessel has lain at present deep water moorings
in the River Dart since August 1931 and if present proposals
are proceeded with, she will probably be taken in tow to
Belfast where the work will be carried out coincident with
an S.S.O.T. 3; steam might be raised on one boiler for
windlass and steering purposes only or 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
exam: in respect of Hull or Dredgy preparatory to the
voyage may be carried out and necessary Interven certificates
secured. Present draft is 12'-6 for! and 19's aft.

How done:- Vessel examined afloat without special preparation for Survey - no ceiling, lining or pipe casings removed and where considerable scale or dirt was present, cleaning was limited to small areas cleaned & hand chipped.

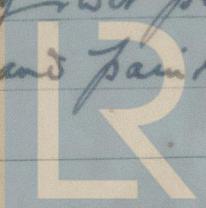
Parts examined:-

Outside shell plating above water; all holds and
cargo tween decks; Passenger and Crew accomd.; weather
decks & casings; deck, shell & erection openings and
their closing appliances; Engine & Boiler spaces; midships
& steering gear; masts & rigging; boats & general
equipment.

Other names :-

Shell plating above water - Heavy accumulation of scale
(about 1/2 inch) on lower stakes above water with rust
points apparently below the flush, local scaling however
showed no special deterioration of rust points and
a test hole drilled amidships about 4 feet above water
showed little diminution in thickness of shell plating
- initially .72 now .70. The jointing of side shell
gangway doors is perished but should remain
watertight if not disturbed by opening. Some damage
by set. in of shell plating and buckling of 2 side frames
was found in way of N° 2 Orlop timbers. Below
water considerable growth of weed etc is apparent
and two shell seams below water in way of N° 3
Holes show a salt deposit around the rivet heads
perhaps indicating wastage of rivet points.

Holds & Cargo Forecastle - Steel and paintwork



© 2019

Lloyd's Register
Engineering

24 OCT 1938

on the

Tn. Sc. "OROYA"

above tank tops mostly good, bilges not exam'd except in N° 1 + 2 Holds where loose single timbers permitted a local exam' and only slight surface wastage of teagen plate & brackets. Considerable scale was found on side shell in N. 4 Hold below insulated firebrick chambers but no material wastage disclosed by local chipping. Deck overhead in N. 3 Lower tween deck on starboard side showed small hole perforations - this is in way of Saloon & Pantry, the floor of which is laid with Litoite type composition; part removal of this composition showed no particular wastage of steel deck ^{locally} and it will be necessary to remove further sections in order to determine the nature and extent of repair to steel deck.

Passenger & Crew Accom.: The structure so far as seen in accessible places is in good condition. Floor compositions & tiling except in Crew & Galley spaces appear sound.

Weather decks, casings, closing appliances Wood decks fore & aft are mostly sound although surface shaken, some few planks and a number of plank ends are soft and require repair, a considerable amount of re-doubling is necessary also recaulking & repainting. Cement covering on weather deck aft near winches is heavily cracked & bulged, to be wholly removed for exam'. Hatch & vent coamings also ends of erections clear of steam pipe casings were found satisfactory. Closing appliances good - B- satisfactory meantime, a new tarpaulin has recently been fitted to each cargo hatch.

Engines & Boiler Spaces, Tunnels & Steering Gear flat

Steel work above floor plates found in satisfactory condition, slight surface wastage was found on tank tops where locally cleaned & chipped.

Windlass & Steering Gear Both in apparent good order but not opened up. The windlass has been in use on occasion when moorings have given way.

Masts & Rigging Exam' from deck. Doubled at deck to wedges. Mast haunch tested ~~soundly~~ and found sound locally. Rigging lower ends found rust bound and considerable renewals may be contemplated.

Boats All lifeboats require thorough overhaul, the lower strakes of planking found perished in varying degree.

© 2019
A.P.O.Lloyd's Register
Foundation

Tn. Sc "Orova"

Anchors & Cables All anchors and about 260 fathoms of chain cable (split up) have been in use as part moorings and having regard for period submerged should be specially exam'd. Lat Survey.

Summary

So far as seen by present exam'., the general condition of the structure is good-to-satisfactory meantime and no repairs of an extensive nature are contemplated if now dealt with.

The vessel was last examined in drydock in Sept. 1931 and, if the present scheme of reconditioning is not proceeded with, it is considered that further opportunity should be afforded at an early date to examine the bottom and underwater fittings in dry dock and to deal with any serious local wastage that may have occurred during lay up.

/ H.S.