No. 97612

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

(Received at London Office 20 SEP 1930)

Date of writing Report ____ 19__ When handed in at Local Office 18 SEP. 1930 Port of LIVERPOOL

Book. in Survey held at Liverpool Date, First Survey 2nd Sept. Last Survey 16th Sept 1930 (No. of Visits 5)

460 on the Machinery of the ~~Wood, Iron or~~ Steel Twin Sc. Sr. "ORITA"

Tonnage { Gross 9298 / Net 5811

Nominal Horse Power 1148

No. of Main Boilers 3D + 3SB

No. of Donkey Boilers ✓

Steam Pressure— Main Boilers 210 lb

Donkey Boilers ✓

Vessel built at Belfast By whom Harland & Wolff, Ld. When 1903-3.

Engines made at Belfast By whom Harland & Wolff, Ld. When 1903

Boilers, when made (Main) 1903 (Donkey) ✓

Owners Pacific Sta. Nav. Co. Owners' Address (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Liverpool Voyage

~~Surveyed Afloat or~~ in Dry Dock Canada Dock & No 1 Bk. (State name of Dock.)

Last Report No. ____ Port ____

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

CHARACTER. ✠ for Special Survey. Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any)
✠100 A1		✠LMC 6,24
9,28		BS 6,29
		TS(CL) 3,30.
Lr. Liv. No 3-10,16		
Lr. Liv. No 2-25.		
Fitted for oil fuel 720 F.P. above 150°F.		

Insert Character of Ship and Machinery precisely as in the Register Book.

Particulars of Examination and Repairs (if any) Dly, Comp. LMC & BS.

Periodical Surveys, when held, must be reported in detail and seriatim 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 has 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? Yes.

Do. " Donkey " " " ✓

If this was not done, state for what reasons? ✓

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

So 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? ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 210 lb.

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ 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 Boiler? ✓

Did the Surveyor examine all the mountings of the Main Boilers? Yes. , and of the Donkey Boiler? ✓

Has 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? ✓

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 the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft Good fit.

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

Completion of ✠LMC 6.29. (See Liv. Rpt. 96763)

Vessel placed in dry dock, propeller, sea connections and their fastenings examined and now in good order. Stern bushes a good fit.

Examined Start. Engine cylinders, pistons, slide valves & casings, crank, thrust & tunnel shafts, air, circulating, feed & bilge pumps, condenser under test and pumping arrangement and now in good order.

Electric installation examined generally & tested under working conditions, fuses in order, cables examined as far as practicable and found satisfactory.

Boiler Survey:- Main boilers examined internally & externally with their safety valves, doors and mountings and now in good order.

Boilers and steam pipes examined under steam and safety valves adjusted as above.

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

(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.S. 9,11, or ✠ L.M.C. 9,11, 110 lb., F.D., &c.)

is eligible in my opinion to remain as classed with final record of ✠LMC 6,29 as previously recommended and BS 9,30.

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 28) BS £10 : - : -

Special Damage or Repair Fee (if any) (per Section 28.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for 19 SEP. 1930 arm

Received by me, 9.10.30 19 ✓ 66

TUE. 3 NOV 1931

H. R. Howells

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute LIVERPOOL 19 SEP. 1930 CERTIFICATE WRITTEN.

Assigned +L.M.C. 6:29. 23.2.31

B.S. 9:30.

A.S. No 3 due 10-29 Completed

N.B.—If this Report is copied by copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

B.S. due 6-30 held

It is submitted that this vessel is eligible for THE RECORD. ~~Total~~ 6-29

B.S. 9-30

3/10/30

☞ THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.