

## Rpt. 9

Date of writing report 16-8-61 Received London Port Yokohama No. 3815  
 Survey held at Yokohama No. of visits 7 First date 19-7-61 Last date 5-8-61

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 25211 Name M.V. "ORIENTAL QUEEN" Gross tons 11004 Date of build 4-1936  
 Owners Pacific Transport (Panama) Co., Inc. Managers - Port of Registry Panama  
 Engines made Bel By Harland & Wolff Ltd. Type 2 Oil Eng. 4SA 8Cy 740 x 1500 mm  
 No. of Main Engines 2 No. of Screws 2  
 Records of Survey & Special Notations as per Register Book

No. of Main Boilers - W.P. -  
 No. of ~~Ass~~/Donkey Boilers 1 W.P. 100 lb.  
 Surveyed Afloat or in Dry Dock Both  
 Nature of Survey CS TS DBS & Alter  
 Was Damage Report issued? No Int. Cert.? Yes  
 Last Report (For Head Office only)

Hull	Machinery
+ 100Al with freeboard	+ LMC
SS (P) 9/60	CS 12/60
Dkg. 9/60	d 9/60
	CL p8/58 s8/57
	Sps. NA

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes Rewooded P&S Oil Glands - Sea Connections Good  
 Fastenings Good Has Screwshaft ~~Tube~~ been drawn? Yes P&S Date of Examination 3/8/61 P&S Has Shaft been changed? No  
 Has Shaft now fitted been previously used? No Has Shaft now examined ~~fitted~~ a continuous liner? Yes P&S Approved oil gland? -

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

1 Cyls., Covers, Pistons & Rods  
 2 Valves & Gears  
 3 Connecting Rods, Top Ends & Guides Side  
 Centre  
 4 Crankpins & Bearings Side  
 Centre  
 5 Journals & Bearings

## MAIN ENGINE DRIVEN AIR COMPRESSORS

6 Cyls., Covers, Pistons & Rods  
 7 Connecting Rods & Top Ends  
 8 Crankpins & Bearings  
 9 Journals & Bearings  
 10 Coolers & Safety Devices

## MAIN ENGINE DRIVEN SCAVENGE PUMPS

11 Cyls., Covers, Pistons & Rods  
 12 Connecting Rods & Top Ends  
 13 Crankpins & Bearings  
 14 Journals & Bearings  
 15 Levers

## SCAVENGE BLOWERS

## SUPERCHARGERS

## MAIN TURBINES

16 Casings, Rotors, Blading, Bearings & Thrusts

## EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

## STEAM COMPRESSORS

## CLUTCHES &amp; HYDRAULIC COUPLINGS

## REDUCTION GEARING

## THRUST BLOCKS, SHAFTS &amp; BEARINGS

## INTERMEDIATE SHAFTS &amp; BEARINGS

## HOLDING DOWN BOLTS &amp; CHOCKS

## CONDENSERS (MAIN &amp; AUX.)

## STEAM RE-HEATERS

## DE-SUPERHEATERS

## STOP &amp; MANOEUVRING VALVES

## MAIN ENGINE DRIVEN PUMPS

## CRANKCASE DOORS &amp; EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, as now surveyed is in good condition and eligible in our opinion to remain as Classed with fresh record of C.S. (with date) on completion and notation of T.S. P&S (CL) 8.61 and DBS 8.61 now.

Date of Committee

Decision

MONDAY 4 DEC 1961

As now  
 B&H TS 8.61  
 DBS 8.61

Noted  
 for  
 Header

Engineer Surveyor to Lloyd's Register of Shipping  
 P.F.H.BREBNER, J.WINN and S.TAKENAKA



32 Essential Independent Pumps (Identify by position) Bilge (starboard fwd.) M/M S.W. Circ. (starboard aft No.2) - All good

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers

36 Lub. Oil Coolers

37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices Starboard Aft (No.2) - Good

39 Air Receivers & Safety devices—Main

40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators

43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery

45 Windlass

46 Fire Extinguishing Arrangements

#### AUXILIARY ENGINES (Identify by position)

#### PROPULSION

##### PORT

#### ELECTRICAL EQUIPMENT

##### STARBOARD

#### AUXILIARY EQUIPMENT

a Generators

b Exciters

c Air Coolers

d Motors

e Air Coolers

f Control Gear, Cables, etc.

g Insulation Resistance

h Insulating Oil Test

i Overspeed Governors

j Magnetic Couplings

k Air Gap

l Generators & Governors

m Motors

n Switchboards & Fittings

o Circuit Breakers

p Cables

q Insulation Resistance

r Steering Gear Generators and Motors

s Navigation Light Indicators

#### BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

##### MAIN

~~XXXXXXXX~~ DONKEY of ~~XXXX~~ 2/8/61 - Good

Superheaters

Safety Valves

Good

Mountings, Doors & Fastenings

Good

Safety Valves Adjusted to { Sat.  
Spt.

100 lb./sq. in.

Boiler Securing Arrangements

Main Economisers

Exhaust Gas Heated Economisers

Steam Heated Steam Generators

Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules?

Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?

Funnel

#### EXAMINATION & TESTING OF STEAM PIPES (State material)

##### Main

Auxiliary (over 3 in. bore)

Were Copper Pipes annealed?

Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

#### PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Wear and Tear Rps.:— Port Tailshaft G.M. liner in way of stern tube gland.

Noted 4 fractures around periphery of liner running at about 45° to axis. Fractures varied from 150 m/m to 210 m/m in length and to a max. 14 m/m in depth. Liner surface satisfactory.

Now Done:— Fractures veed out, dye check applied and fractures found to be completely removed.

Liner built up by braizing. Liner hammer tested on completion and found to be tight and in order.

Gland neck ring renewed (bronze), lower surface of stern tube where slightly graphitized cleaned and surface built up by metal cement.

P&S stern bush lower halves rewooded.

Alterations:— Two new F.W. tanks made and fitted in No.2&4 lower holds. These tanks were connected by piping to the F.W. line and the necessary air and sounding pipes (Name affixed) were fitted as per Drwg. No.P20001 attached.

New bilge suction hats were fitted to the after end of No.4 Hold and connected to the bilge main with appropriate S.D.N.R. valves and after wards the whole installation was tested to R.R.

LEAVE THIS SPACE BLANK

Survey fees	DBS	¥10,500.-
	CS	¥10,000.-
TS & Repairs		¥25,000.-
Alt.		¥15,000.-
Damage fee	SF	¥16,000.-
Expenses...		¥ 1,000.-

Date when A/c rendered

OCT. 20.1961

LR-FAF-TB14-197