9.

No. 16578

EPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 3 MAY 1948)

of writing Report 15th April 1948 When handed in at Local Office ..... 19..... Port of Amsterdam

in Book. Survey held at Amsterdam Date. First Survey 26th March Last Survey 7th April 1948 (No. of Visits 3)

02 on the Machinery of the ~~Wood, Iron or~~ Steel S/S "ORION" (ex "Arnhem")

age { Gross 1932 / Net 1055 — Vessel built at Flensburg By whom Flensburger Schsb Ges When 1930 (Year. Month.)

minal Power 292 — Engines made at do By whom do When 1930

Main Boilers 2 — Boilers, when made (Main) ..... (Donkey) .....

Donkey Boilers ..... — Owners Kon. Ned. Stoomboot Mij N.V. Owners' Address ..... (if not already recorded in Appendix to Register Book.)

Pressure— Main Boilers 199 lbs — Managers ..... Port Amsterdam Voyage .....

Donkey Boilers ..... — ~~If~~ Surveyed Afloat ~~or~~ AND in Dry Dock Suriname kade (State name of Dock.) N.D.S.M.

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)
100A1- 6.47		+LMC 9,46
AMS		TS seen 9,45
Classification		C.L.
contemplated		
Examined 9,46		

culars of Examination and Repairs (if any) BS and part MS.

cal Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, n detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly arised at the end of the report. State also the dates and initials of any letters respecting this case.....

age cases where the Surveyor has not made a special damage report he is required to state whether he offered his vices for this purpose, and why they were declined ✓

amage report made by anyone else? If so, by whom? ✓

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

" Donkey " " " ✓

tate for what reasons ✓ What parts of the Boilers could not be thus thoroughly examined? ✓

ecial means, in the absence of internal examination, were adopted by the or to assure himself of the thorough efficiency of those parts of each Boiler? ✓

est date of internal examination of each boiler 30-3-48 both boilers. Present condition of funnel(s) good

Surveyor examine the Safety Valves of the Main Boilers? yes To what pressure were they afterwards adjusted under steam? 199 lbs.

urveyor examine the Safety Valves of the Donkey Boilers? ✓ To what pressure were they afterwards adjusted under steam? ✓

urveyor examine all the manholes, doors and their fastenings of the Main Boilers? yes, and of the Donkey Boilers? ✓

urveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

urveyor examine all the mountings of the Main Boilers? yes, and of the Donkey Boilers? ✓

crew shaft now been drawn and examined? yes Has it a continuous liner? yes Is an approved oil retaining appliance fitted at the after end? no

now been changed? no If so, state reasons ✓ Has the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓

oved oil retaining appliance fitted at the after end? ✓ State date of examination of Screw Shaft 30-3-48 State the wear down in the sh LOWER HALVE OF L.V. RENEWED Is electric light ~~and/or power~~ fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

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

Engine parts, when referred to by numbers, should be counted from forward.

vey is not complete, state what arrangements have been made for its completion and what remains to be done

l placed in drydock; tailshaft drawn, examined and found in satisfactory condition.
halve of lignum vitae renewed. Found propeller, sterntube, sternbush and sterngland in good condition.
onnections examined and found or made in order.

engine and auxiliaries examined externally and found, as far as could be ascertained, in atisfactory state of upkeep.
th main boilers examined internally and externally and found, with their superheaters, fficient condition. The following upkeep repairs have been carried out:
BOILER: all plaintubes, 66 staytubes and 34 screwstays renewed
BOILER: 46 plaintubes and 22 staytubes in Starb. comb. chamber renewed.
her all boilermountings and safetyvalves opened, examined and found or made in order.
h boilers afterwards tried under steam and safety valves adjusted.

al Observations, Opinion, and Recommendation:— The machinery is in a good condition.

(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, BS 9,11, B&MS 9,11 ✠LMC 9,11 or ✠LMC 140 lb., FD, &c.) CS 3,34,

e are of opinion that this vessel is eligible to remain as classed with fresh ord of BS.3,48 with notation of Tailshaft seen 3,48

Fee (per Section 29) ..... £ f.170.-

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

g expenses (if chargeable) ..... £ f 4,50

Fees applied for 30-4-1948

Received by me, ... 19

Engineer Surveyor to Lloyd's Register of Shipping.

ttee's Minute FRI. 28 MAY 1948

ed As now

S.3.48 BS. 4.48

003100-003105-0010

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

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

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