

Rpt. 9

Date of writing report 17.6.60.

Received London

Port of Stockholm

No. 12644.

Survey held at Stockholm

No. of visits 5

First date 31.3.60

Last date 22.4.60

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 24679 Name S.S. "ORION"

Gross tons 2012 Date of build 10-1924

Owners Rederi AB Iris

Managers C.H. Abrahamsen

Port of Registry Stockholm

Engines made 1924 By N.E. Marine Eng. Co. Ltd. Sunderland

Type T 3 Cy

No. of Main Engines 1 No. of Screws 1

Records of Survey & Special Notations as per Register Book

No. of Main Boilers 2 W.P. 180 lb

No. of Aux./Donkey Boilers - W.P. -

Surveyed Afloat or in Dry Dock Both

Nature of Survey MBS, TS, Condition & Damage

Was Damage Report issued? - Int. Cert. Yes.

Last Report (For Head Office only)

Hull

Machinery

+100A1

+IMC 5.56

Docking 6.59

MBS 6.59

S.S. (Dr) 9.48, 10.56

TS (CL) 6.59

Sps 10.56

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 3.2 mm Oil Glands - Sea Connections -

Fastenings Good Has Screwshaft Tubeshaft been drawn? Yes Date of Examination 19/4/60 Has Shaft been changed? No

Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? Yes Approved oil gland? No

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

PORT

STARBOARD

1 Cyls., Covers, Pistons & Rods

2 Valves & Gears

3 Connecting Rods Side  
Top Ends & Guides 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

16 SCAVENGE BLOWERS

17 SUPERCHARGERS

MAIN TURBINES

18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

20 STEAM COMPRESSORS

21 CLUTCHES & HYDRAULIC COUPLINGS

22 REDUCTION GEARING

23 THRUST BLOCKS, SHAFTS & BEARINGS

24 INTERMEDIATE SHAFTS & BEARINGS

25 HOLDING DOWN BOLTS & CHOCKS

26 CONDENSERS (MAIN & AUX.)

27 STEAM RE-HEATERS

28 DE-SUPERHEATERS

29 STOP & MANOEUVRING VALVES

30 MAIN ENGINE DRIVEN PUMPS

31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS

The machinery of this vessel, so far as now surveyed, is eligible, in our opinion to remain as now classed with fresh record of MBS 4.60, and TS (CL) 4.60 without special subject to centre furnace of part boiler and subject to any outstanding conditions of class being dealt with as previously recommended.

Date of Committee

THURSDAY 21 JUL 1960

Decision

MBS 4.60  
TS 4.60

40m,3,58 T. (MADE AND PRINTED IN ENGLAND.)

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register Foundation

003200 - 003207 - 0107



32 Essential Independent Pumps (Identify by position)
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
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)

ELECTRICAL EQUIPMENT

AUXILIARY EQUIPMENT

PROPULSION PORT STARBOARD
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 Port 31.3.60 - Good
Starboard 19.4.60 - Good
AUXILIARY, DONKEY or PRESS
Superheaters
Safety Valves Good
Mountings, Doors & Fastenings Good
Safety Valves Adjusted to Sat. 180 lb/sq in.
Spt.
Boiler Securing Arrangements Good
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 Good

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)

Damage stated to be due to heavy ice whilst on passage to Härnösand in February 1960. See Log Book for further particulars.
NOW DONE: Vessel placed in dry dock. Propeller and outside fastenings examined, Tailshaft drawn in, examined and one crack detected. Steering machinery examined.
DAMAGE FOUND: All 4 blade tips of bronze propeller bent back.
REPAIRS: New tips to be welded on to propeller. Bending repairs spare steel propeller fitted.
CONDITION OF CLASS: That the welded patch in centre furnace of part boiler be examined before end of December, 1959, (limit)
NOW DONE: Welded patch examined and found to continue satisfactory. It is recommended that the condition be now deleted.

MBS. due 6/60, not held.
TSC. due 6/62, not held.
Docking, Damage, repairs
Damage stated in sic 2/60.
Propeller (steel) span fitted.
Screw shaft crack detected.

It is submitted that this vessel is eligible for THE RECORD MBS. 4/60. TSC. 4/60.

LEAVE THIS SPACE BLANK

Surveyor should be asked to state date of examination of screw shaft. 15/7/60

Survey fees MBS KR: 240:--
Damage fee KR: 160:--
Expenses... KR: 7:--
Date when A/c rendered 17.6.60.

