

B. C. SHIP

Rpt. 9

Date of writing report 3RD OCTOBER 1956

Received London 17 OCT 1956

Port GREENOCK

No. 25762

Survey held at PORT GLASGOW

No. of visits 10

First date 19TH JULY

Last date 28TH SEPTEMBER 1956

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 72590 Name ^{S.S.} ORCHY Gross tons 1090 Date of build 6-1930
 Owners W. SLOAN & CO LTD Managers - DO - Port of Registry GLASGOW
 Engines made 1930 By AILSA S.B. CO. LTD TROON Type T 3 CY.

Records of Survey & Special Notations as per Register Book

No. of Main Engines 1 No. of Screws 1
 No. of Main Boilers 2 SB W.P. 210 lbs.
 No. of ~~Aux~~/Donkey Boilers 1 W.P. 120 lb.
 Nature of Survey DOCKING: B.P.S. OIL FUEL CONVERSION: PART MBS.
 Was Damage Report issued? NO Int. Cert.? YES
 Last Report (For Head Office only)

Hull	Machinery	
BS * (P) 9/55	MBS *	ENG. 9/55
DOCKING 8/55		M B.P.S. 9/55
		d. B.P.S. 6/55
		T.S. CL 8/55
		SCP. 8/55
O.S.D.	N.D.	

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 0.075" Oil Glands ✓ Sea Connections GOOD
 Fastenings GOOD Has Screwshaft/Tubeshaft been drawn? NO Date of Examination ✓ Has Shaft been changed? ✓
 Has Shaft now fitted been previously used? ✓ Has Shaft now examined/fitted a continuous liner? ✓ Approved oil gland? ✓

PORT STARBOARD

1 Cyls., Covers, Pistons & Rods
 2 Valves & Gears
 3 Connecting Rods, Top Ends & Guides
 4 Crankpins & Bearings
 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 Valves & Safety Devices

~~MAIN ENGINE DRIVEN SCAVENGE PUMPS~~
 11 Cyls., Covers, Pistons & Rods
 12 Connecting Rods & Top Ends
 13 Crankpins & Bearings
 14 Journals & Bearings
 15 Inlets

16 SCAVENGE BLOWERS
 17 SUPERCHARGERS

~~MAIN TURBINES~~
 18 Casings, Rotors, Blading, Bearings & Thrusts

19 EXHAUST STEAM TURBINES (WHEN DECIDED ENGINE)
 20 AIR COMPRESSORS
 21 HYDRAULIC COMPRESSORS
 22 DEPRESSION GAUGES

23 THRUST BLOCKS, SHAFTS & BEARINGS
 24 INTERMEDIATE SHAFTS & BEARINGS
 25 HOLDING DOWN BOLTS & CHOCKS
 26 CONDENSERS (MAIN & ~~NON~~)
 27 STEAM REHEATERS
 28 SUPERHEATERS

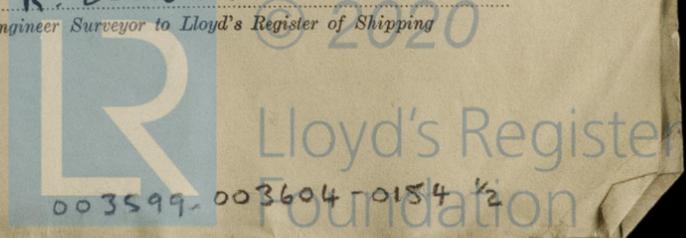
29 STOP & MANOEUVRING VALVES
 30 MAIN ENGINE DRIVEN PUMPS
 31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

OPINION OF MACHINERY AND RECOMMENDATIONS The machinery of this vessel, so far as now seen, is in efficient order, and eligible in my opinion to remain as classed, with fresh record of B.P.S. 9.56 and with notation "Fitted for O.F. 9.56 F.P. above 150°F."

Date of Committee GLASGOW 16 OCT 1956
 Decision B.P.S. 9.56 Fitted for oil fuel 9.56 F.P. above 150°F. Donkey Boiler removed

R. Elliott
 Engineer Surveyor to Lloyd's Register of Shipping

Noted for Header



If certificate is required state where to be sent

32 Essential Independent Pumps (Identify by position) HUSKY RN DIESEL DRIVEN FIREPUMP IN STEERING FLAT. — GOOD

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls. OIL FUEL SUCTION LINES, FITTINGS & CONTROLS — GOOD

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

37 Heaters (state service).....

44 Steering Machinery GOOD 45 Windlass..... 46 Fire Extinguishing Arrangements..... GOOD

AUXILIARY ENGINES (Identify by position)

ELECTRICAL EQUIPMENT		AUXILIARY EQUIPMENT	
Generators & Governors	.....	Generators & Governors	.....
Switchboards & Fittings	.....	Motors	.....
Circuit Breakers	.....	Steering Gear, Generators and Motors	.....
Cables	.....	Navigation Light Indicators	.....
Insulation Resistance	.....	
Steering Gear, Generators and Motors	.....	
Navigation Light Indicators	.....	

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

MAIN PORT & STARBOARD — GOOD 21-9-56 AUXILIARY, DONKEY OR PRESS. REMOVED FROM VESSEL AT THIS TIME.

(WATER AND FIRE SIDES)

Superheaters GOOD

Safety Valves GOOD

Mountings, Doors & Fastenings GOOD

Safety Valves Adjusted to Sat. 210 lbs/0" COMPRESSION RINGS PORT B.R. 7/16" 3/8"
" " " STARBOARD " 3/8" 7/16"

Boiler Securing Arrangements GOOD

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? YES Funnel GOOD

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

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Saturated Pipes in cylindrical boiler smoke boxes tested?

Were Copper Pipes annealed?

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)

* REPAIRS NOW DONE FOR MACHINERY SURVEY (WEAR & TEAR): - Steering engine connecting rod top end pins renewed (2 off) wear and tear adjustments affected

REPAIRS NOW DONE FOR BOILER SURVEY (WEAR & TEAR): - PORT BOILER: Inboard furnace 2 1/4" dia. breast stay renewed, 2 cc. stays, wrappers to shell renewed. Crack in back plate adjacent to bottom head side inboard breast stay need out and electric welded. Centre furnace front tube plate cracked between bottom corner stay tubes and adjacent plain tubes horizontally and vertically, tubes removed cracks need out and electric welded, 2 stay and 4 plain tubes renewed. Bottom manhole door built up at spigot with electric welding and refitted. all furnace mouths caulked and rivets set up.

STARBOARD BOILER: Centre furnace front tube plate cracked between bottom corner stay tubes and adjacent plain tubes horizontally and vertically,

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 21-9-56
 R. Elliott

Survey fees BRS £10-0-0 X
 OIL FUEL CONY. £ 25-0-0

Damage fee

Expenses

Date when A/c rendered 10th Oct. 1956.

SS. ORCHY
 2.
 plus another stay tube on the starboard side of the box, tubes removed, cracks need out and electric welded, 3 stay and 4 plain tubes renewed.
 Bottom manhole door built up at spigot with electric welding and refitted, inboard manhole door had one stud renewed. all furnace mouths caulked and rivets set up.

HOW DONE FOR OIL FUEL CONVERSION:- Heating coil pipes installed in Port and Starboard bunker tanks and Port and Starboard settling tanks as per approved plans, tested under a hydraulic test pressure of 450 lbs/0" and found satisfactory. Hot oil pipe lines installed as per approved plans, tested under a hydraulic test pressure of 450 lbs/0" and found satisfactory.
 Suction and filling pipe lines installed together with the necessary fittings as per approved plans, tested under a hydraulic test pressure of 50 lbs/0" and found satisfactory.
 Wallsend Slipway Howden system oil burning unit N° 4997, service pumps N° 295071 & 2, together with one oil fuel transfer pump N° 296963, manufactured by Messrs. G. & J. Weir Ltd, and all requisite fittings, now installed on board the vessel.
 One "RN HUSKY" emergency fire pump unit comprising of a Hamworthy pump N° 118683, driven by a Russell Newbery diesel engine N° 715A 1374, together with the necessary fittings, now installed on board the vessel in the steering engine compartment.
 One sand bin with scoops, 1-10 gallon and 2-2 gallon chemical extinguishers, together with a 40ft canvas hose and spray nozzle fitted in the stokehold.

R. Elliott