

B.C.

BELONGS TO GRONINGEN Rpt No. 377 b.c.  
VESSEL'S NAME, "ORCA"

No. 388b

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 14 NOV 1949)

Date of writing Report 22-10-1949. When handed in at Local Office 1949. Port of Groningen.

No. in Reg. Book. Survey held at Harlingen. Date. First Survey 5-2-48, Last Survey 18-9-1949. (No. of Visits 23)

on the Machinery of the ~~Wood, Iron or Steel~~ Twin Screw M.V. "ORCA".

Gross 500 Vessel built at Glasgow By whom Messrs. Brown Year. Month. When during War  
 Net 363 Engines made at Colchester By whom Davey Paxman & Co. When 1940-45.  
 Nominal 2 x 60 Boilers, when made (Main) (Donkey)  
 of Main Boilers Owners N.V. "ORCA" Owners' Address Groningen.  
 of Donkey Boilers Managers N.V. "Carebeka". (If not already recorded in Appendix to Register Book.)  
 in Pressure Main Boilers Port Rotterdam Voyage  
 Main Boilers If Surveyed Afloat or in Dry Dock on slipway and afloat.  
 Donkey Boilers (State name of Dock.)

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)
B.C. class contemplated.		

Report No. Port Particulars of Examination and Repairs (if any)

Special Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, 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 those cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Has 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

State for what reasons. What parts of the Boilers could not be thus thoroughly examined?

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?

State the latest date of internal examination of each boiler.

Did the Surveyor examine the Safety Valves of the Main Boilers? Present condition of funnel (s) good.

To what pressure were they afterwards adjusted under steam?

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

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

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

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

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft 18-2-48. State the wear down in the iron bush fitting Is electric light and/or power fitted? yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? yes

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

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

Is the vessel in connection with conversion and first entry in class (for particulars please see Reports No. 377b & 377c) a Special Survey has been carried out and the following items examined, found in good condition or dealt with to satisfaction:

- 2 Main Engines: opened up for examination.
- Cylinders: In good condition.
- Covers and valves: Valves ground as necessary.
- Valve gear: In good condition.
- Pistons with topends: In good condition.
- Connecting rods: In good condition.
- Bottomends: In good condition.
- Crankshafts with main bearings: In good condition.
- Crankshafts with cams: In good condition.
- Attached coolingwater pumps: Rubber liners renewed. (see cont. sheet).

### General Observations, Opinion, and Recommendation:—

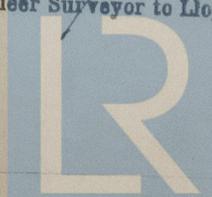
(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 \*LMC 9,11 or \*LMC 140 lb., PD, &c.)

Survey Fee (per Section 29) Mach. Fl. 280.-- El. Equipm. " 126.--  
 Special Damage or Repair Fee (if any) (per Section 29.) £ : :  
 Printing expenses (if chargeable) Mach. Fl. 95.50 El. Equipm. " 77.--

Fees applied for 10-11-1949  
 Received by me, 19

W. J. J. J. J.  
 Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute  
 Signed Deferred



Lloyd's Register Foundation

010067-010078-0311 1/2

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

Groningen via Rotterdam.

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

Steel Twin Screw M.V. "ORCA".

Reduction reversing gears: In good condition. ( thrust bearing included in gear).

Fuel pumps: In good condition.

Lubricating oil pumps: In good condition.

Spare Pump: 1 pump fitted ready interchangeable.

Tailshaft: Drawn and found in good condition.

Propellers: In good condition.

Sternbush: In good condition.

Seaconnections: Valves ground. For ballast piping a new valve has been fitted in connection with modified arrangement.

2 Auxiliary Engines.: Cylinders, covers, valves, valve gear, pistons with connecting rods, top- and bottomends, crankshafts, etc., found in good condition.

Small auxiliary compressor: Placed serving for typhoon.

Airreceiver: Placed serving for typhoon; tested at 60 Atm.

2 independent pumps: Electrically driven pumps have been placed, serving for bilge- and ballast purposes.

Pumping Arrangement: New bilge and ballast piping arrangement with new main distribution chests has been made. Emergency connection made to cooling water system.

Daily supply tank: Tested to Rule requirement.

Electr. Equipment: Overhauled. Main switchboard new. Lay-out new. Insulation tests made to satisfaction.

Spare gear: supplied.

The whole installation has been tried under working conditions and found to satisfaction.

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