

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office 30 APR 1936)

Date of writing Report 29th April 1936 When handed in at Local Office 29th April 1936 Port of Barrow

No. in Survey held at Barrow Date, First Survey 14th March Last Survey 22nd April 1936 (No. of Visits 6)

1141 on the Machinery of the Wood, Iron or Steel Vm L.L. "Orama"

Gross 19819 Vessel built at Barrow By whom Bickers Ltd When 1924-10

Net 11844 Engines made at No By whom No When 1924

Nominal 3856 Boilers, when made (Main) 1924 (Donkey) ✓

orse Power } Owners Orient Steam Nav. Co. Ltd Owners' Address (if not already recorded in Appendix to Register Book.)

o. of Main Boilers 10 Managers Port Voyage London

of Donkey Boilers ✓

am Pressure ✓

Main Boilers 215 1/2

Donkey Boilers ✓

Surveyed Afloat or in Dry Dock Bickers Quay (State name of Dock.)

Particulars of Examination and Repairs (if any) Part L.M.C. M.S.

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature of repairs, if any, and, 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 repairs 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.

damage 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 ✓

as a damage report made by anyone else? If so, by whom? ✓

the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

" " Donkey " " " ✓

his was not done, state for what reasons? Boilers not opened for survey.

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? ✓

the latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

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

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

the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boiler? ✓

the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boiler? ✓

screw shaft now been drawn and examined? No Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

s shaft now been changed? ✓ If so, state reasons ✓

s the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

the date of examination of Screw Shaft ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft ✓

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

Is electric light and/or power fitted? ✓

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

To complete the survey the whole of the main requirements to be complied with except the examination of the Gearing, Thrust and Tunnel shafting, H.P. engine and Rotin (Port) Mtd circulating pump and Centre Turbo-Generator rotin bearing & Dynamo part.

The survey is to be advanced as opportunity affords.

The main gearing opened up and all Pinions removed to shop, together with spare Pinions.

The Port Gear wheel and shaft examined and transferred to Starboard side together with Pinions.

The spare wheel and pinion fitted to Port machinery: new claw couplings fitted to all Pinions.

The Thrust and tunnel shafting with their bearings opened up and found in good condition.

The machinery has been examined under working condition and found satisfactory.

The forging reports of the Pinions now fitted in Port side were forwarded with Barrow Lpt to 2091 dated 31/10/24.

Lat No. 18431 16839 16842.

General Observations, Opinion, and Recommendation:—The machinery of this vessel as far as seen (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, B.S. 9, 11, B.&M.S. 9, 11, L.M.C. 9, 11, or L.M.C. 140 lb., F.D., &c.)

is now in good safe working condition and eligible in my opinion to remain as classed, the notation of L.M.C. M.S. (with date) to be deferred until the completion of the survey.

Survey Fee (per Section 29) £ : : Fees applied for 29th April 1936

Special Damage or Repair Fee (if any) (per Section 29.) £ 5 : 0 : 0 Received by me, 15.5 1936

Travelling expenses (if chargeable) £ : : 18/5

Committee's Minute TUE. 12 MAY 1936 TUE. 10 NOV 1936

Assigned As now

Phi. 19 JUN 1936

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register Foundation

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

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

7200-842M

N. 3 due 10.36 advanced
Pace of the main fanning
renewed

It is submitted that this
entry WILL BE eligible for
the record.

MEMO 4-36
on completion

25/9
8/5/36



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