

Rpt. No.

No. 77847

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

(Received at London Office WED. JUNE 12 1918)

Date of writing Report 11<sup>th</sup> June 1918 When handed in at Local Office 11 JUN 1918 Port of LIVERPOOL

No. in Survey held at Liverpool Date; First Survey 4 Last Survey June 8<sup>th</sup> 1918

291 on the Machinery of the Wood, Iron or Steel Sup S S "Orca" Master (No. of Visits)

Tonnage { Gross 15500 Vessel built at Belfast By whom Harland & Wolff Ltd. When 1917  
 Net 9548 Engines made at ditto By whom ditto When 1917

Registered Horse Power \_\_\_\_\_ Boilers, when made (Main) \_\_\_\_\_ (Donkey) \_\_\_\_\_

No. of Main Boilers \_\_\_\_\_ Owners Pacific Steam Nav. Co. Port Liverpool Voyage \_\_\_\_\_

No. of Donkey Boilers \_\_\_\_\_ If Surveyed Afloat or in Dry Dock Alexandria (State name of Dock.)

Steam Pressure in Main Boilers \_\_\_\_\_ Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers \_\_\_\_\_

Last Report No. \_\_\_\_\_ Port \_\_\_\_\_

Particulars of Examination and Repairs (if any) Compl. LMC

CHARACTER. for Special Survey. Date of last Survey and of Periodical Surveys.	Year Allowed now expired.	Machinery and Boiler Surveys (including date of N.B. if any).
<u>100A1</u>		<u>During Dk with freeboard.</u>
<u>(Class contemplated)</u>		

Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause 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 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 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?  Was 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?  no

Do. " Donkey " " " "

If this was not done, state for what reasons? new vessel

And what parts of the Boilers could not be thus thoroughly examined? \_\_\_\_\_

Also 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? \_\_\_\_\_

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

Did the Surveyor examine the Safety Valves of Donkey Boiler? \_\_\_\_\_ 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 Boiler? \_\_\_\_\_

Did the Surveyor examine the drain plugs of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Did the Surveyor examine all the mountings of the Main Boilers? \_\_\_\_\_, and of the Donkey Boiler? \_\_\_\_\_

Has screw shaft now been drawn and examined?  no Is it fitted with continuous liner?  or two liners?  or is it without liners?

Has shaft now been changed?  If so, state reasons \_\_\_\_\_

Has the shaft now fitted new?  Has it a continuous liner?  or two liners?  or is it without liners?

State the distance between lignum vitae of stern bush and top of after bearing of screw shaft? \_\_\_\_\_

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

Now done, the Diesel engine which drives the emergency electrical installation examined at work, and the emergency pumps tried at work driven from the emergency switch board.

See letter from Belfast Surveyors 9/6/18.

General Observations, Opinion, and Recommendation:— This vessels machinery  
 (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, E.S. 9,11, E.&M.S. 9,11, or L.N.C. 6,11, 149 lb., F.D., &c.)  
as far as now seen is in good and safe working condition and eligible to have record of  
+ LMC 5.18

Survey Fee (per Section 28) £ \_\_\_\_\_ Fees applied for \_\_\_\_\_

Special Damage or Repair Fee (if any) (per Section 28) £ \_\_\_\_\_ Received by me, \_\_\_\_\_

Travelling Expenses (if chargeable) £ \_\_\_\_\_

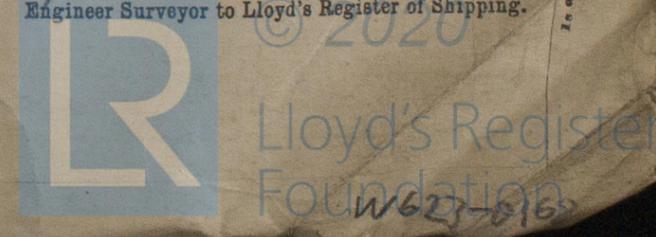
Committee's Minute \_\_\_\_\_

Assigned \_\_\_\_\_

LIVERPOOL 11 JUN 1918

L.M.C. 5.18.

R.D. Shilston  
 Engineer Surveyor to Lloyd's Register of Shipping.



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

In a Certificate required If so, to be sent to

N.B. - If this Report is copied by Copying Press, especial care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

It is submitted that  
this vessel is eligible to  
remain at GLASSBORO.

*[Handwritten signature]*  
13.6.19.

*[Faint, mostly illegible handwritten text, possibly a list or report entries]*

*[Faint, mostly illegible handwritten text, possibly a list or report entries]*

*[Faint, mostly illegible handwritten text, possibly a list or report entries]*

*[Faint, mostly illegible handwritten text, possibly a list or report entries]*

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THE MARGIN.



© 2020  
Lloyd's Register  
Foundation