

WRECK
Rpt. 9
SECTION

25 NOV 1960
36142

Date of writing report 14th Nov. 1960.

Received London
No. of visits 5.

Port of ANTWERP.
First date 28.10.60. Last date 10.11.60.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 52258. Name M.V. "ARIETTA"
Owners Livanos Maritime Co. Ltd. Managers --
Engines made 1941 By N.E. Marine Eng. Co. Ltd. Type T 3Cy.
No. of Main Engines 1 No. of Screws 1
No. of Main Boilers 3 SB W.P. 220 lb.
No. of Aux./Donkey Boilers -- W.P. --
Surveyed Afloat or in Dry Dock Afloat.
Nature of Survey Boiler Repairs & Compl. MBS
Was Damage Report issued? -- Int. Cert.? Yes.
Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
BS. 10/59.	MBS. 10/59.
Dkg. 7/60.	MBS. 10/59.
	TS. CL. 7/60.
	SPS. 10/59.

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 Wear Down of Stern Bushes Oil Glands Sea Connections
Fastenings Has Screwshaft/Tubeshaft been drawn? 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?
- MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD
- 1 Cyls., Covers, Pistons & Rods
2 Valves & Gears
3 Connecting Rods, Top Ends & Guides Side 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
- SCAVENGE BLOWERS
- SUPERCHARGERS
- MAIN TURBINES
- 16 Casings, Rotors, Blading, Bearings & Thrusts
- EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)
- STEAM COMPRESSORS
- CLUTCHES & HYDRAULIC COUPLINGS
- REDUCTION GEARING
- THRUST BLOCKS, SHAFTS & BEARINGS
- INTERMEDIATE SHAFTS & BEARINGS
- HOLDING DOWN BOLTS & CHOCKS
- CONDENSERS (MAIN & AUX.)
- STEAM RE-HEATERS
- DE-SUPERHEATERS
- STOP & MANOEUVRING VALVES
- MAIN ENGINE DRIVEN PUMPS
- CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

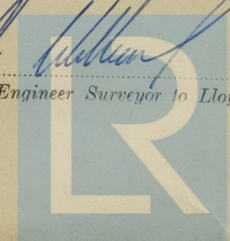
OPINION OF MACHINERY AND RECOMMENDATIONS The Machinery of this vessel, so far as now seen, is in safe working order and eligible in my opinion to remain as classed with fresh record of MBS. 7/60 now, as previously recommended.

Date of Committee THURSDAY - 8 DEC 1960
Decision MBS 7/60

30m. 6.55. T. (MADE AND PRINTED IN ENGLAND.)

Noted
for
Header

N. WILLIAMS
Engineer Surveyor to Lloyd's Register of Shipping



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Foundation

002550-002558-0223

Has a Survey also been held on Ship?
If so, is the Report sent now, or when will it be sent?

If certificate is required state where to be sent.

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	
PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			m Motors
c Air Coolers			n Switchboards & Fittings
d Motors			o Circuit Breakers
e Air Coolers			p Cables
f Control Gear, Cables, etc.			q Insulation Resistance
g Insulation Resistance			r Steering Gear Generators and Motors
h Insulating Oil Test			s Navigation Light Indicators
i Overspeed Governors			
j Magnetic Couplings			
k Air Gap			

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

MAIN..... AUXILIARY, DONKEY or PRESS.....
Superheaters.....
Safety Valves.....
Mountings, Doors & Fastenings.....
Safety Valves Adjusted to { Sat. Port, Starbd. & Centre:-220lbs/sq.in.
Spt.....
Boiler Securing Arrangements.....
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? Yes..... Forced Circulating Pumps.....
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel Efficient.....

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)

Complete. REPAIRS:- At request of the Owners Superintendent, the tubes at the combustion chamber end and smoke box end of all main boilers were examined and evidence of leakage, fairly heavy in a few cases was found in the port and starboard boilers but not the Centre boiler, this leakage had started, it was stated, at some time during the voyage just completed from Japan to Northern Europe.

As a consequence of the aforementioned leakages the following tubes renewals were now effected at the instigation of the Owners Representative (it is considered that in the majority of cases re-expanding or caulking would have sufficed those tubes removed, were examined and found in good order)

Port Boiler:- 245 plain tubes renewed.

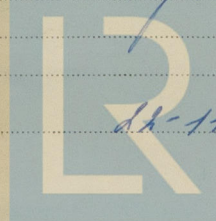
7 stay tubes renewed.

Stbd Boiler:-8/ plain tubes renewed.

Opportunity was taken to examine tube plates where exposed and some wastage between tube holes and scoring of tube holes in centre front tube plate of port boiler was repaired by electric welding. The completed repairs were examined and the port and stbd main boilers hydraulically tested to the working pressure with satisfactory results.

LEAVE THIS SPACE BLANK

Survey fees ... Coupled Bt & Rps
... 6.000-
Damage fee ...
Expenses... ... 500-
Date when A/c rendered... 11-11-60



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