

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

(Received at London Office 22 JUL 1949)

Date of writing Report 24th June, 1949 When handed in at Local Office 24th June, 1949 Port of Baltimore, Maryland.
No. in Reg. Book 51660 Survey held at Baltimore, Maryland. Date, First Survey 2nd May Last Survey 4th June, 1949
on the Machinery of the Wood Iron or Steel S.S. "ARIETTA" (No. of Visits 14)

Tonnage { Gross 7560 Net 4503 Vessel built at Sunderland By whom J. L. Thompson & Sons, Ltd When 1941 -
Engines made at Sunderland By whom N. E. Marine Engr. Co., (1938) Ltd. When 1941 -
Nominal Horse Power - Boilers, when made (Main) (2) 1941, (1) new S.B. 1949. (Donkey) -
No. of Main Boilers 3 SB Owners Livanos Maritime Co., Ltd. Owners' Address -
No. of Donkey Boilers - Managers N. G. Livanos (if not already recorded in Appendix to Register Book.)
Steam Pressure in Main Boilers 220 lbs Port Piraeus Voyage -
in Donkey Boilers - If Surveyed Afloat or in Dry Dock Afloat (State name of Dock.)

Last Report No. - Port - Completion of Mch'y S.S. Alterations & install. new boiler

Particulars of Examination and Repairs (if any) Periodical Surveys, when held, must be reported in detail and seriatim 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.

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? Yes

" " " " " " -

Was this not done, 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? -

What is the latest date of internal examination of each boiler Port, Centre and Starboard 26.5.49 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boiler? Yes To what pressure were they afterwards adjusted under steam? 220 lbs

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? Yes, and of the Donkey Boilers? -

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

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

Has the screw shaft now been drawn and examined? - 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? -

Has the shaft now been changed? - If so, state reasons -

Has 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? -

What is 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? Yes

Did the Surveyor examine the generators, motors, switchgear, cables and fuses? -

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

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

Now done for completion of SS:- Reference BC, Glasgow letter February 24th, 1949 and BC Baltimore report February 28th, 1949.

Examined:- LP cylinder, valve and valve chest, piston, piston rings and covers; HP, MP and IP crossheads and rods; crankshaft pins and journals; thrustshaft; attached air pump and bilge rams; inboard feed pump; independent bilge, sanitary and fire pumps; main engine and thrust holding down bolts; feed heater and filter; forced draught fan and bearings; main circulating pump impeller shaft sleeve (renewed).

Boilers:- The (2) original boilers and (1) new boiler examined internally and externally together with safety valves, principal mountings, doors and fastenings. Boilers and steam pipes hydrostatically tested to 380 p.s.i. and found satisfactory. Boilers subsequently examined under steam and safety valves adjusted to relieve at 220 p.s.i.

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, B.S. 9,11, B.E.M.S. 9,11, L.M.C. 9,11, or CS 3,34.

It is submitted the machinery of this vessel where now examined is in safe and efficient working condition and eligible to remain as classed and to have the notation of Machinery Special Survey 6.49 and the notations of New Centre Boiler 6.49 and "Fitted for oil fuel 6.49, F.P. above 150° F."

Committee's Minute NEW YORK JUL 6 1949
Signed M.B.S. 6.49 Bl. S. 6.49
atre Bl. New 6.49
oil fuel 6.49, 21. above 150°
CERTIFICATE WRITTEN (9.2.50)

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)
<u>BS* WITH FROD</u>		
<u>8.47</u>		<u>MBS* 10.47</u>
<u>B.C. Classification.</u>		<u>BLA'S 10.47</u>
<u>AS. 8.47</u>		

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

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

© 2020
Lloyd's Register
Foundation
002550-002558-0236

New Boiler:- A new main boiler has been installed at this time on the centreline between the two older boilers. The boiler is seated on a welded steel foundation made in accordance with an approved drawing, and is complete with new mountings, steampipes, waste steampipe, easing gear and uptakes. This boiler was made by Central Marine Engine Works of West Hartlepool in 3.49, to the survey of the British Corporation, and is of the Scotch, single ended, multitubular type with three corrugated furnaces. The boiler is of rivetted construction with screwed stays. The shell is stamped: "R-400. BC Test No. 7316. TP 380 lb. WP 220 lb. FCS 14.3.49." The markings were compared with the certificate presented and found in order. The principal mountings were examined and found stamped with the BC Surveyor's initials, test pressure and date. The new steel steam pipes were tested to 660 lb. before installation and found satisfactory. On completion the boiler and steam pipes were tested to 380 lb. together with the older boilers and steam pipes. The new boiler is fitted for burning oil fuel under forced draught and has a total heating surface of 2004 sq. ft. Copy of BC Test Certificate and CMEW boiler drawing No. 57022 attached hereto.

Alterations for oil fuel burning:- Todd "Hexpress" system now installed with a burner to each furnace of the three boilers. The duplex oil fuel service pumps, heaters, strainers, transfer pumps, and all necessary piping, valves, and fittings installed in accordance with Rule requirements. Discharge piping and equipment between pumps and furnaces tested to 660 lb. and found satisfactory. The funnel damper has been removed. Steam smothering lines fitted from each boiler and discharging to engine and boiler room tank tops and bilges tested and found efficient. Additional chemical fire extinguishing equipment installed in engine and boiler rooms. Sand boxes and scoops provided and drip trays secured to floor plates under each furnace front. Deck control gear fitted to fuel tank, oil burning and steam smothering shut off valves, tried out under working conditions and found efficient. Seamless steel E.W. heating coils installed in all fuel tanks, tested to 660 lb. and found satisfactory. Oil fuel system installed throughout in accordance with Rule requirements and approved plan. Bethlehem Steel Co. dwg. No. 33894 attached to this report. On completion of the foregoing, the cold starting unit was tried out, steam raised, and a dock trial held of six hours duration. The oil fuel system was found to operate in a satisfactory manner.

Wear and Tear Repairs:- Renewed a total of 174 plain tubes in the port and starboard boilers. Minor repairs to boiler mountings and auxiliary units.

Noted.
 Ph.S. 6.49 should be added.
 Amend RB as follows:-
 35B 7804 HS
 Detail G.S.
 Centre boiler new 6.49.
 27/10/49

