

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

(Received at London Office)

25 SEP 1952

Date of writing Report 1.9. 1952. When handed in at Local Office 19. 19. Port of Stockholm.

No in Reg. Book. Survey held at Oskarshamn. & Oxelösund. Date. First Survey 26.7. Last Survey 2.8. 19.52. (No. of Visits 4)

51841 on the Machinery of the ~~Wooden~~ Steel s/s "ARIANA"

Gross 4372 Vessel built at Glasgow By whom D. & W. Hendersn & Co. Ltd. Year. Month. When 1934 12

Net 2360 Engines made at Newcastle By whom N.E. Marine Eng. Co. Ltd. When 1937

Nominal 234 Boilers, when made (Main) 1934 (Donkey) -

Horse Power Owners Rederibolaget Re-Be Owners' Address Åbo (if not already recorded in Appendix to Register Book.)

No. of Main Boilers 2 Managers - Port Åbo Voyage -

No. of Donkey Boilers - If Surveyed Afloat or in Dry Dock Both

Steam Pressure in Main Boilers 230 lb (State name of Dock.) Oskarshamns Varv

in Donkey Boilers -

Last Report No. - Port -

Particulars of Examination and Repairs (if any) DOCKING, T3 & Part Blr.S.

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 -

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

Did the Surveyor personally go inside each Main Boiler separately and make a through examination at this time? Yes

" " Donkey " " " -

not, 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 latest date of internal examination of each boiler Starb. 26.7.52. Port 30.7.52.

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

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? Not adjusted.

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? - and of the Donkey Boilers? -

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

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

Is 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 2.8.52. State the wear down in the

stern bush 6 mm. Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? No

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

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

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

To complete the survey for notation of Blr.S. 7.52. the safety valves of both boilers are to be adjusted under steam. This will be done at first convenient opportunity.

NOW DONE:-

Vessel placed in dry dock; propeller, propeller shaft, stern tube and sea valve strainers with outside fastenings examined. Both boilers examined in- and externally with mountings and safety valves.

REPAIRS EFFECTED DUE TO WEAR AND TEAR:-

Propeller.

The propeller removed and replaced by a new one of bronze (found stamped Lloyd's No. 3743 AUH 3.4.52).

Steering gear.

4 coupling rod yoke and crosshead bolts with bushes and nuts renewed.

Port boiler.

2 small leakages at shell longitudinal butt strap caulked.

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 CS 3.34)

The machinery of this vessel, as now seen, is in good condition and eligible, in our opinion to remain as classed with fresh record of C.L. 8.52 and Blr.S. 7.52, when the safety valves of both boilers adjusted.

Survey Fee (per Section 29) KE. 275:--

Special Damage or Repair Fee (if any) £ : : Fees applied for 1.9. 19.52.

Travelling expenses (if chargeable) KE. 245:-- Received by me, 19.

Committee's Minute

Assigned

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

Lloyd's Register
Foundation

004918 - 004926 - 0091

Bl S due 8.52 pt. held now
Docking, pupellen renewed.

It is submitted that the
vessel *WILL BE* eligible
for the record BS 8.52 when
a/s of both bores adjusted +
oil fuel install^{re} ex'd under
working cond^{ns}.

LD *2-1*

Note:- This vessel grounded off
Kennebec 8.5.52 + is broken
in three.



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