

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

(Received at London Office)

Date of writing Report 19/2/40 1940 When handed in at Local Office 19/2/40 1940 Port of Constantza

No. in Survey held at Constantza Date, First Survey 31/1/40 Last Survey 15/2/1940 (No. of Visits 4)

19879 on the Machinery of the Wood, Iron or Steel SC. M/V ARABIA

onnage { Gross 5943 Vessel built at Trieste By whom Cantieri San Rocco S.A. When 1926 11
Net 3703 Engines made at " By whom Stabilimento Tecnico When 1926 11

Nominal Horse Power 652 Boilers, when made (Main) (Donkey) 1926

No. of Main Boilers Owners Lloyd Triestino Soc. Anon. di Nav. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers 1 Managers Port Venice Voyage

Steam Pressure in Main Boilers If Surveyed Afloat or in Dry Dock Constantza D.D. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

in Donkey Boilers 100 lb

Last Report No. Port

Particulars of Examination and Repairs (if any) Interim Certificate +100A1 9,38

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

CHARACTER.	For Special Survey	Date of last Survey and of Periodical Surveys.	Years since last Survey	Machinery and Boiler Surveys (including date of N.B., if any).
S.S. Gen. No 2	-	35		+LMC CS 2,39
				2,39
				DBS 2,39
				CL 12,37

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?

" " Donkey " " "

If this was not done, state for what reasons?

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?

State latest date of internal examination 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 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? , and of the Donkey Boilers?

Has 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?

Has 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 appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

State 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 4 3/4 mm.

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

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? See Rpt.

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.

Damage stated to have been caused by the vessel stranding at Constantza on the 11th January 1940 whilst on voyage from Sulina to Constantza

NOW DONE: Vessel placed in dry dock: propeller and sea fastenings examined and found in good order

Damage Repairs now done: Two fractured lengths of main injection pipe renewed and two lengths repaired. The main injection valve opened out, examined & found in order. Steering gear (all electric) cables tested by megger and found satisfactory. Steering gear tested under working conditions.

Alignment of shafting in tunnel tested and found in order.

A sea trial held and all machinery found to be working satisfactorily.

General Observations, Opinion, and Recommendation:— The machinery of this vessel is (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.)

Eligible, in my opinion, to remain as classed without fresh record

Survey Fee (per Section 20) £ : : Fees applied for 22/2/1940

Special Damage or Repair Fee (if any) £ 3000. Received by me, 22/2/1940

Travelling expenses (if chargeable) £ : :

Committee's Minute

Assigned As now

John Rundle 2020
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

Locking & minor repairs
after grounding.

It is submitted that
this vessel is eligible to
be re-CLASSED.

MS Dec 2, 40

[Signature]

15/3/40



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