

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

(Received at London Office 25 SEP 1939)

Writing Report 14th. Sept. 1939 When handed in at Local Office 19 Port of NAPLES

Survey held at Palermo Date, First Survey and Last Survey 12th. Sept. 1939 (No. of Visits one)

on the Machinery of the ~~Wood-Iron-or~~ Steel Twin Sc. "ARDOR"

Gross 8960 Vessel built at Spezia By whom Ansaldo San Giorgio When 1927 6mo

Net 5079 Engines made at Turin By whom Soc. An. Fiat S.G.M. When do

1000 Boilers, when made (Main) W.T.D. Blrs. 1927 (Donkey) 1927

Boilers 2 Owners "La Columbia" Soc. Marit. per Trasporto di Petrolio e Derivati. Owners' Address =

Boilers 1 Managers = Port Genoa Voyage Under orders

Boilers are 200.10s If Surveyed Afloat or in Dry Dock dry dock (State name of Dock) Cantieri Nav. Riuniti, Palermo

Port No. 3994 Port of Naples Docking  
Classes of Examination and Repairs (if any)

Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and if detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

Cases where the Surveyor has not made a special damage report he is required to state whether he has examined his services for this purpose, and why they were declined

Special 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?

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time?

Were any repairs done, state for what reasons?

Were any parts of the Boilers could not be thus thoroughly examined?

Were any 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 was the 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 the propeller 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 the propeller shaft now been changed? If so, state reasons

Has the propeller shaft now been fitted with a continuous liner? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Was an examination of Screw Shaft made? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Were any electrical parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted?

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

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

Were any repairs not complete, state what arrangements have been made for its completion and what remains to be done Complete

Remarks - Vessel placed in dry dock, the propellers, the aft end of the stern bushes & the outside fastenings examined & found in order. Verified wear of stern bushes lignum & found 1/4 in p. & s.

## 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, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)

Machinery of this vessel is, to my opinion, worthy to remain as classed without fresh record of survey

248 -

Fee (per Section 29)	£	:	:	Fees applied for
Damage or Repair Fee (if any) (per Section 29.)	£	:	:	19
Printing expenses (if chargeable)	£	:	:	Received by me,
				19

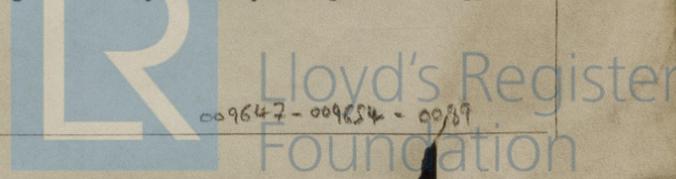
Committee's Minute TUE. 3 OCT 1939  
Signed Defered

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. For Special Survey Date of last Survey and of Periodical Surveys.	Years assigned and expired.	Machinery and Boiler Surveys (including date of N.B., if any).
+100 A1		+LMC CS 9.35
shelter dk		4.36
with freeboard		DBS 6.39
1.39		TSS. cl. 12.38
ssTri No. 2=35		WTS
Carrying Petroleum in bulk.		

DUAL CLASS: OIL ENGINE CONTINUOUS SURVEY

Engineer Surveyor to Lloyd's Register of Shipping.



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

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

Submitted this  
part is eligible to  
be submitted

No. 3 due 6.39  
Part held CS.  
Completion 2.39  
Approved

28/9/39

is much behind hand  
referred to their letter 23.2.39  
only 2 crossheads  
the CS is the owners intention  
in 2.4.40, the CS accepted  
with in the interim  
RJA



Reprint of "The History of the Lloyds Register of Shipping and Marine Insurance"