

Rpt. 9

Date of writing report

Survey held at

Received London

No. of visits

Port

First date

Last date

## REPORT OF PERIODICAL SURVEYS &amp; REPAIRS OF MACHINERY

No. in R.B. 01979 Name S.S. **ARION** Gross tons 5672 Date of build 1919  
Owners Soc. De Nav. Arion S.A. Managers - Port of Registry Panama  
Engines made 1919 By Hoooven, Owens, Rentschler Co. Type T. 3 Cy.  
No. of Main Engines 1 No. of Screws 1  
No. of Main Boilers 3 SB W.P. 200 lbs.  
No. of Aux./Donkey Boilers - W.P. -  
Surveyed Afloat or in Dry Dock *afloat*  
Nature of Survey *BS - Repairs*  
Was Damage Report issued? Int. Cert.?  
Last Report (For Head Office only) *26393. B. as.*

Hull	Machinery
100 A1	LMC 12.51
4.54	BS 4.54
ss (Dr.) 6.47	CL 4.52
ss Rot. -12.51	
Classed 6.47	
Carrying oil FP above 150° F in deeptank.	

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  
16 SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Castings, Rotors, Blading, Bearings & Thrusts  
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS  
24 INTERMEDIATE SHAFTS & BEARINGS  
25 HOLDING DOWN BOLTS & CHOCKS  
26 CONDENSERS (MAIN & AUX.)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?  
OPINION OF MACHINERY AND RECOMMENDATIONS *The machinery of this ship as now seen is in efficient condition and eligible in my opinion to remain as now classed with fresh record of BS 7.55 as previously recommended, subject to repairs to the hot well tank being re-examined and dealt with as found necessary by the end of 12.55 (3 mos limit)*

Date of Committee

Decision

30m, 5, 34. T.

TUESDAY - 8 NOV 1955

*Deferred for 75  
BS 7.55**Subject*

Engineer Surveyor to Lloyd's Register of Shipping

Lloyd's Register  
Foundation

010631-010539-0034



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).....

PROPULSION		ELECTRICAL EQUIPMENT	
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 *ALL three boilers*  
*date: - See Cert. Buenos Aires dated 29.8.55*  
AUXILIARY, DONKEY or PRESS.....  
Superheaters.....  
Safety Valves.....  
Mountings, Doors & Fastenings.....  
Safety Valves Adjusted to { Sat. *200 lbs*  
Spt.....  
Boiler Securing Arrangements.....  
Main Economisers..... Exhaust Gas Heated Economisers.....  
Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to *yes*  
Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....  
Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel *good*.

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?.....

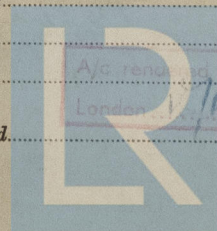
PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

*Note: - Boiler Survey: - Safety valves adjusted under steam, OF burning installation under working conditions. Found: - No safety devices fitted to OF nozzles at boiler fronts, and no control rod to deck fitted to fan engine.*  
*Machinery Repairs (Wear + Tear) attend on board at the request of the owners Representative*  
*Found Hot-Wall tank bottom plate badly corroded, to statement of the Chief Engineer the loss of water was appr. 35 tons per 24 hours. As temporary repairs, doublings have been welded over the whole area of the bottom of the tank. The doublings have been fitted from inside to save time and keep the tank in place. The tank has been tested on completion and found tight.*  
*Note: When attending on board following items were found fitted with cement boxes (These items are not mentioned in S.R.L. No 138) ME attended sanitary pump valve chest, bilge valve chest for direct suction engine room, Ci pipe branch on ballast pump. It is recommended the following item be entered in the S.R.L: -*  
*Repairs to hot wall tank being re-examined and dealt with as far as necessary by the end of December 1955 (3 mos limit)*  
*A. Tan*

LEAVE THIS SPACE BLANK

Survey fees *Comp. BS. £5-0-0*  
*Repairs £5-0-0*  
Lat. Fee *£4.4.0*  
Damage fee .....  
Expenses... *£2.0.0*

Date when A/c rendered.....



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