

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

Date of writing Report 26-6-1940 When handed in at Local Office 27 JUN 1940 (Received at London Office 27 JUN 1940)
No. in Reg. Book. Survey held at Yarmouth Date, First Survey 21-6-40 Last Survey 25-6-1940 Port of Sp Sunk
19960 on the Machinery of the Wood, Iron or Steel m.v. "ARDUITY" (No. of Visits Two)
Tonnage { Gross 304 Vessel built at Greenock By whom S. Brown & Co. Year. Month. 1935 8.
Net 143 Engines made at Newbury By whom Newbury Diesel Co. Ltd. When 1935
Nominal Horse Power 84 Boilers, when made (Main) (Donkey)
No. of Main Boilers ✓ Owners F. T. Curran & Sons, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
No. of Donkey Boilers ✓ Managers ✓ Port London Voyage ✓
Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Fellows
in Donkey Boilers ✓ (State name of Dock.)

Last Report No. PortParticulars of Examination and Repairs (if any) Docking

(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 ✓

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 ✓ Present condition of funnel(s) ✓

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? ✓

Is 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? ✓

Is shaft now been changed? ✓ If so, state reasons ✓

Is 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 ✓

Engine 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? ✓

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 Complete

Vessel placed in dry dock, propeller and outside fastenings examined.

General Observations, Opinion, and Recommendation:— The machinery of this vessel so far
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, E.S. 9,11, E.&M.S. 9,11, L.M.C. 9,11, or L.M.C. 140 lb., F.D., &c.)
Sum is in a safe working condition & eligible in my opinion to remain as classed

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

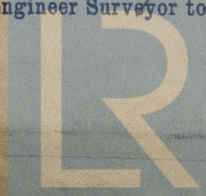
Committee's Minute

JUL 9 JUL 1940

Signed

As now

Engineer Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation
W14 46004

4/2/48.

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