Rpt. 9.

No. 61670

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

(Received at London Office 18 OCT 1939)

Date of writing Report 9-10-1939 When handed in at Local Office 9. 10. 1939 Port of Glasgow

No. in Reg. Book. 20017 Survey held at Troon Date, First Survey and Last Survey 7-10-1939 (No. of Visits 1)

on the Machinery of the ~~Wood, Iron or~~ Steel S.S. "ARIS".

Tonnage { Gross 4810 / Net 3020

Nominal Horse Power 385

No. of Main Boilers 3 S.B

No. of Donkey Boilers ✓

Steam Pressure— in Main Boilers 180 lbs

in Donkey Boilers ✓

Vessel built at Stockton By whom Richardson, Duck & Co. Ltd. When 1914 (Year) 6 (Month)

Engines made at Stockton By whom Blair & Co. Ltd. When 1914

Boilers, when made (Main) 1914 (Donkey) ✓

Owners Michael M Xylas Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers ✓ Port Syra Voyage

If Surveyed ~~Afloat or~~ in Dry Dock Troon D.D. (State name of Dock.)

Last Report No. Port

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 not entered.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A1 7,38		✠LMC 8,36
S.S. Cff No 3-12,27		B.S. 1,39
S.S. Rod No 2-35		T.S.C.L. 6,38

Particulars of Examination and Repairs (if any) Docking

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.

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? No

" " Donkey " " " ✓

If this was not done, state for what reasons? B.S. not due

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) Good

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? ✓ 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 vitæ or bearing metal of stern bush and top of after bearing of screw shaft 7/32"

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? Yes.

If so, 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

NOW DONE.

Vessel placed in dry dock, propeller, after end of stern tube and outside fastenings of under water sea connections examined and found in good order.

Esb
9/10/39

General Observations, Opinion, and Recommendation:— The machinery of this

(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 ✠LMC 140 lb., F.D., &c.) CS 3,34

vessel so far as now seen is in efficient condition and eligible in my opinion to remain as classed without fresh record of survey

Survey Fee (per Section 29) £ : ✓ :

Special Damage or Repair Fee (if any) (per Section 29.) £ :

Travelling expenses (if chargeable) £ : :

Fees applied for _____ 19__

Received by me, _____ 19__

N. Russell
Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute GLASGOW 18 OCT 1939 TRH

Assigned As now

W421-0205

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

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

Noliet
TRm
23.10.39