

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

(Received at London Office - 2 APR 1936)

Date of writing Report 30/3/36. When handed in at Local Office 30/3/36. Port of GENOA.

No. in Reg. Book 20550 Survey held at GENOA. Date, First Survey & Last Survey 5/3/36. (No. of Visits One.)

on the Machinery of the Steel Sc. "ARIADNE PANDELI"

Gross Tonnage 4445 Vessel built at Sunderland By whom J.L. Thompson & Sons, Ltd. When 1910/8

Net Tonnage 2781 Engines made at Stockton By whom Blair & Co. Ltd When 1910

Nominal Horse Power 374 Boilers, when made (Main) 1910 (Donkey) 1910

No. of Main Boilers 2 SB. Owners Marmara S.S. Co. Ltd. Owners' Address Piraeus Voyage Pollonica.

No. of Donkey Boilers 1 Managers - Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Steam Pressure in Main Boilers 180 lb. If Surveyed Afloat or in Dry Dock Afloat, Genoa Harbour.

in Donkey Boilers 160 lb. Met

Particulars of Examination and Repairs (if any) COMPLETION B.S. 100 A.L. 10-35

Periodical surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the nature and extent of examinations and subsequent repairs. Repairs on amount of damage (the cause of which must be stated) should be separated from repairs due to other causes; and the names and initials of any letters respecting this case.

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? No

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? No

This was not done, state for what reasons? Boilers already surveyed.

What parts of the Boilers could not be thus thoroughly examined? -

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? -

What is the 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? 150 lb.

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? - and of the Donkey Boiler? -

Did the Surveyor examine the drain plugs of the Main Boilers? - and of the Donkey Boiler? -

Did the Surveyor examine all the mountings of the Main Boilers? - and of the Donkey Boiler? -

Has the 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 the shaft now been changed? - If so, state reasons: - Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? -

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 the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. Vessel afloat.

Is electric light and/or power fitted? -

Engine parts, when referred to by numbers, should be counted from forward. Complete as regards B.S. As re-

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done. Complete as regards B.S. As re-

regards completion of L.M.C. N.S. by examination of electric light installation, it was stated that owing to high cost of materials at Genoa, this would be carried out at some other port and in the meantime the installation is out of use.

WORK DONE FOR COMPLETION OF B.S.- Donkey Boiler examined under steam and its safety valves adjusted as above.

N.B. The safety valves were adjusted to 150 lb. per sq. inch as the Master stated that no higher pressure was required.

The damage to the steering gear consisting in the breakage of a steam pipe between engine room casing and steering engine has now been repaired by renewal of the pipe.

General Observations, Opinion, and Recommendation: The machinery of this vessel so far as now

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

been is in good and efficient condition and eligible, in my opinion, to remain as classed and to have

fresh record of B.S. 4-35, as previously recommended; the record of *L.M.C. M.S. 10-35 being deferred

until the electrical installation has been repaired. The electrical installation not to be used

until repaired.

Survey Fee (per Section 29) Comp. B.S. Lit. 100.- Fees applied for 30/3/36. Received by me, 19

Special Damage or Repair Fee (if any) (per Section 29.) 25.-

Travelling expenses (if chargeable) -

Committee's Minute arrow Assigned subject

G. de Ballard
Engineer Surveyor to Lloyd's Register of Shipping.

TUE. 25 AUG 1936

TUE. 7 APR 1936

