

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

(Received at London Office)

28 AUG 1940

Date of writing Report Aug 26th 1940 When handed in at Local Office Aug 26th 1940 Port of LONDON

No. in Reg. Book. 69850 Survey held at LONDON Date, First Survey Aug 13th Last Survey Aug 14th 1940 (No. of Visits 2)

on the Machinery of the Wood, Iron or Steel M.V. ARABY Year. Month. 1923 3

Tonnage { Gross 4936 Vessel built at Dumbarton By whom A. McMillan & Son Ltd When 1923 3
 Net 2944 Engines made at Glasgow By whom Harland & Wolff Ltd. When 1923

Nominal Horse Power 489 Boilers, when made (Main) (Donkey) 1923

No. of Main Boilers 1 Owners Royal Mail Lines Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
Port Liverpool Voyage ✓

No. of Donkey Boilers 1 Managers ✓

Steam Pressure in Main Boilers ✓ If Surveyed Afloat or in Dry Dock Victoria Dk.
 (State name of Dock.)

in Donkey Boilers 100

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

(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.

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? 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.

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?

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.

Is electric light and/or power fitted?

Engine parts, when referred to by numbers, should be counted from forward.

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.

To complete see Form 7E.

has done:- Examined nos 3 & 6 cylinders & liners, covers & valves, pistons & rods, crosshead pins & brasses, crankpins & brasses; Port after generator engine & compressor in its entirety; Port after generator engine starting air and blast bottles internally & externally and independent piston cooling water pump in its entirety, all opened out & found or placed in good condition.

Repairs due to wear & tear:- No 3 cylinder cover renewed owing to web crack between fuel & exhaust valve pockets, piston grooves machined & oversize rings fitted; 2nd halves of nos 3 & 6 top end brasses reattached and a number of bearings reattached on Port after gen. engine.

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, B.M.S. 9, 11, & L.M.C. 9, 11, or any other.)

So far as now seen is in good condition and eligible in my opinion to remain as now classed with fresh record of + LMC CS (with date) when survey is completed.

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

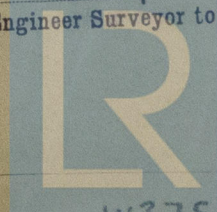
Committee's Minute

Assigned

TUE. 10 SEP 1940

J. E. Turpin

Engineer Surveyor to Lloyd's Register of Shipping.



Lloyd's Register Foundation

W375-0164