

# REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office

10 NOV 1949

Date of writing Report.....19..... When handed in at Local Office.....19.....

Port of Glasgow

No. in Survey held at Grangemouth

Date. First Survey 2-12-48 Last Survey 19-9-1949

(No. of Visits...19.....)

23430 on the Machinery of the Wood, Iron or Steel sc RHINELAND (EX SCHWAN)

Tonnage { Gross 1223  
Net 532  
Nominal }  
Horse Power }  
No. of Main Boilers 25B  
No. of Donkey Boilers -  
Steam Pressure in Main Boilers 225  
in Donkey Boilers -

Vessel built at Kiel By whom Howaldtswerke A/G When 1938  
Engines made at Bremen By whom Deutsche Schiff u. Machf. When 1938  
Boilers, when made (Main) 1938 (Donkey) -  
Owners Burnie Line Ltd Owners' Address -  
Managers - (if not already recorded in Appendix to Register Book.)  
Port Leid. Voyage -  
If Surveyed Afloat or in Dry Dock baron dry dock & afloat  
(State name of Dock.)

Last Report No. - Port -

Particulars of Examination and Repairs (if any) Classification

(Periodical Surveys, when held, must be reported in detail and serialim 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? Yes

" " Donkey " " " " -

If not, state for what reasons - 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? -

State latest date of internal examination of each boiler P.S. 2-8-49 Present condition of funnel Good

Did the Surveyor examine the Safety Valves of the Main Boilers? Yes To what pressure were they afterwards adjusted under steam? 225 lbs/sq in

Did the Surveyor examine the Safety Valves of the Donkey Boilers? - To what pressure were they afterwards adjusted under steam? -

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

Has the screw shaft now been drawn and examined? Yes Has it a continuous liner? Yes Is an approved oil retaining appliance fitted at the after end? No

Has shaft now been changed? No If so, state reasons - Has the shaft now fitted been previously used? - Has it a continuous liner? -

Is an approved oil retaining appliance fitted at the after end? - State date of examination of Screw Shaft 13-1-49 State the wear down in the stern bush 3/32 Is electric light and/or power fitted? Yes If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? Yes

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Yes

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. Tail shaft drawn and examined together with propeller, stern tube, underwater fittings, sea cocks and valves and placed in good order.

Boilers examined internally and externally together with mountings, superheaters and safety valves and placed in good order. Safety valves adjusted under steam as above.

Main engine cylinders, pistons, valves, crank shaft, thrust and intermediate shaft and bearings, all independent and main engine driven pumps valves, coaks, pipes and strainers of pumping arrangements, condenser, turbine casing, rotor, gearing, and bearings, steering engine and windlass examined. Steam pipes tested to 460 lbs. all placed in good order.

Repair: See B.C. report. Also the pot superheater safety valve chest was found cracked. A new valve was fitted.

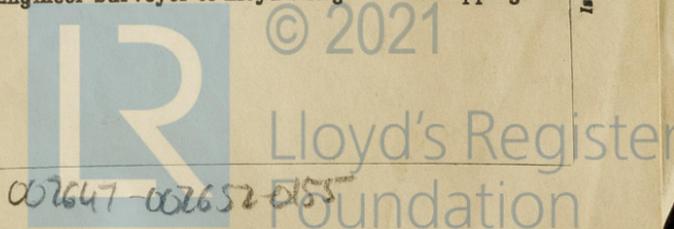
General Observations, Opinion, and Recommendation: The machinery of this vessel is in

(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, BS 9.11, B&MS 9.11, LMC 9.11 or LMC 140 lb., FD, &c.)

efficient condition and eligible in my opinion to be classed with records M.B.S. 9-49 T.S.C. 1-49 and B.S. Survey 9-49

Survey Fee (per Section 29) £72: - : - Fees applied for 9 NOV 1949  
Special Damage or Repair Fee (if any) £ - : -  
Travelling expenses (if chargeable) £ 5:10: - Received by me, 19  
Committee's Minute GLASGOW - 9 NOV 1949  
Assigned MBS 9.49  
B.S. 9.49

J.R. Dale  
Engineer Surveyor to Lloyd's Register of Shipping.



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

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