

Tested Rpt. 9  
Date of writing report 19th February, 1959  
Survey held at GENOA

Received London  
No. of visits 6=

Port of GENOA  
First date 20/1/59  
Last date 13/2/59  
No. 23981

# REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.B. 91438 Name M.V. "RYAD" Gross tons 6181 Date of build 4-1926  
Owners M.A. Bakhshab Managers - Copenhagen Port of Registry Jeddah  
Engines made 1926 By Burmeister & Wain Type 2 Oil Engines  
No. of Main Engines 2 No. of Screws 2  
No. of Main Boilers - W.P. -  
No. of ~~Donkey~~ Boilers 1 W.P. 100 lbs.  
Surveyed Afloat or in Dry Dock afloat & in D.D.  
Nature of Survey Dkg., Adv. of CS.  
Was Damage Report issued? - Int. Cert.? yes  
Last Report (For Head Office only)

Hull	Machinery
BS+	MBS+ CS 1/57
SS 1/56	BS d 12/57
Dkg 6/58	TS CL p10/54
	s 1/57.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Good Wear Down of Stern Bushes P.4mm; S.4mm. Oil Glands - Sea Connections Good  
Fastenings Good Has Screwshaft Tube been drawn? NO Date of Examination - Has Shaft been changed? -  
Has Shaft now fitted been previously used? - Has Shaft now examined/fitted a continuous liner? - Approved oil gland? -  
MAIN ENGINES ~~PORT~~ I.C.) PORT  
1 Cyls., Covers, Pistons & Rods Nos. 2 & 4 - Good.  
2 Valves & Gears Nos. 2 & 4 - Good.  
3 Connecting Rods, Top Ends & Guides ~~Centre~~ Nos. 1,2,4 & 5 - Good.  
4 Crankpins & Bearings ~~Centre~~ Nos. 2 & 6 - Good.  
5 Journals & Bearings  
MAIN ENGINE DRIVEN AIR COMPRESSORS  
6 Cyls., Covers, Pistons & Rods  
7 Connecting Rods & Top Ends  
8 Crankpins & Bearings  
9 Journals & Bearings  
10 Coolers & Safety Devices  
MAIN ENGINE DRIVEN SCAVENGE PUMPS  
11 Cyls., Covers, Pistons & Rods  
12 Connecting Rods & Top Ends  
13 Crankpins & Bearings  
14 Journals & Bearings  
15 Levers  
16 SCAVENGE BLOWERS  
17 SUPERCHARGERS  
MAIN TURBINES  
18 Casings, Rotors, Blading, Bearings & Thrusts  
19 EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)  
20 STEAM COMPRESSORS  
21 CLUTCHES & HYDRAULIC COUPLINGS  
22 REDUCTION GEARING  
23 THRUST BLOCKS, SHAFTS & BEARINGS  
24 INTERMEDIATE SHAFTS & BEARINGS  
25 HOLDING DOWN BOLTS & CHOCKS  
26 CONDENSERS (MAIN & AUX.)  
27 STEAM RE-HEATERS  
28 DE-SUPERHEATERS  
29 STOP & MANOEUVRING VALVES  
30 MAIN ENGINE DRIVEN PUMPS  
31 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES  
Have Main Engines been tested working and manoeuvring?  
The machinery of this vessel, so far as now seen, is in efficient order and eligible in my opinion to remain as Classed, with fresh record of CS (with date) when the survey has been completed, and without restriction regarding (S) Main Engine No.4 cylinder cover.

Date of Committee Decision  
Deferred for TS (by 7.59) and SPS (without spf edu)

(R. Elliott) R. Elliott  
Engineer Surveyor to Lloyd's Register of Shipping



32 Essential Independent Pumps (Identify by position) 2 main lubricating oil pumps (P. & S. Forward) - Good.  
2 main S.W. circulating pumps (P. & S. Forward) - Good.

33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls

34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?

35 Fresh Water Coolers 36 Lub. Oil Coolers 37 Heaters (state service)

38 Independent Air Compressors, Coolers & Safety Devices

39 Air Receivers & Safety devices—Main 40 Auxiliary

41 Oil Fuel Tanks (Not forming part of hull structure)

42 Evaporators 43 Have Evaporator Safety Valves been tested under steam?

44 Steering Machinery 45 Windlass 46 Fire Extinguishing Arrangements

AUXILIARY ENGINES (Identify by position) 3 auxiliary oil engines (Port For'd & After, and Starboard Forward)—Good.

PROPULSION		ELECTRICAL EQUIPMENT	
PORT		STARBOARD	AUXILIARY EQUIPMENT
a Generators			l Generators & Governors
b Exciters			
c Air Coolers			m Motors
d Motors			
e Air Coolers			n Switchboards & Fittings
f Control Gear, Cables, etc.			o Circuit Breakers
g Insulation Resistance			p Cables
h Insulating Oil Test			q Insulation Resistance
i Overspeed Governors			r Steering Gear Generators and Motors
j Magnetic Couplings			s Navigation Light Indicators
k Air Gap			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN AUXILIARY, DONKEY or PRESS.

Superheaters

Safety Valves

Mountings, Doors & Fastenings

Safety Valves Adjusted to Sat. Spt.

Boiler Securing Arrangements

Main Economisers Exhaust Gas Heated Economisers

Steam Heated Steam Generators Steam Generator Safety Valves Adjusted to

Were Oil Burning System & Remote Controls examined working in accordance with Rules? Forced Circulating Pumps

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules? Funnel

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main Auxiliary (over 3 in. bore)

Were Copper Pipes annealed? Have Saturated Pipes in cylindrical boiler smoke boxes been tested?

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

NOW DONE FOR CS (WEAR AND TEAR) :- Port main engine No.4 cylinder cover found fractured between inlet valve and air starting valve pockets, now renewed with spare cover stamped thus : L.R. TEST 75 lbs. 13-8-56 G.M.-

Starboard main engine No.4 crankpin bearing and No.7 top end bearings found to have defective white-metal, now remetalled.

S.R.L. No. 166 : Starboard main engine No. 4 cylinder cover to be re-examined and dealt with as necessary by 5/59 (12 months limit).— The cover was examined at this time and found to be fractured between inlet valve and air starting valve pockets, a new cover was fitted stamped thus : M.O.T. TESTED 75lbs. 30-10-57. H.H.

It is therefore submitted that the condition of Class referred to in the special reason list be now deleted.

AUXILIARIES :- Both main sea water circulating pumps impeller shafts found badly worn, now renewed.— Starboard forward auxiliary oil engine centre cylinder liner and cover renewed, (liner corroded and cover fractured).

Port after auxiliary oil engine found to have one cylinder cover fractured, now renewed.

CONTD. 2nd Sheet.

Survey fees D.S. = Lt 8000  
CS = Lt 10000

Damage fee ...  
Expenses... (See Rpt. 8)

Date when A/c rendered 23/2/59

Rpt. 9a

Port of

GENOA

Continuation of Report No. 23981 dated 19th February, 1959 on the

M/V "RYAD"

( 2nd Sheet ).

The overdue port screwshaft survey was deferred at the Owners request until July, 1959 (see London Office letter 21-1-59).

With regard to the overdue Donkey Boiler Survey, the Owners Representative stated that the vessel would be trading in the middle East and do not intend using the boiler henceforth, and therefore declined to carry out the annual Donkey Boiler Survey at this time.

R.E.

LEAVE THIS SPACE BLANK